CANCELLED

OFFICE OF THE SOLICITOR CORRESPONDENCE BACKGROUND FORM

Date: July 24, 2018

Nature and Significance of Document: Request for approval of use of DOI fleet aircraft service for official travel on July 30-31, 2018, weather permitting, of two senior DOI officials (Todd Willens, Asst. Deputy Secretary; Kate MacGregor, Asst. Secretary, Land and Minerals), one other DOI official (Steve Wackowski, Senior Advisor to the Secretary for Alaska), and three senior White House officials (Francis Brooke, Special Assistant to the President, Executive Office of the President; Christopher Prandoni, Assoc. Director for Natural Resources, Council on Environmental Quality; Alex Herrgott,

Fairbanks, AK, to Kaktovik, AK, to Alpine, AK, and back to Fairbanks, AK. The purpose of this travel includes meetings with local officials of Native communities and a tour of ConocoPhillips Alpine facility.

Council on Environmental Quality, Associate Director for Infrastructure) from

Background: Advance approval/disapproval by the Solicitor or Deputy Solicitor is required by 41 C.F.R. Parts 301-10 and 301-70, and OMB Circular A-126 for travel on other-than-commercial airlines by officials at SES level and above and for all non-federal individuals who are traveling either for official DOI business or on a "space available" basis. The standards for approving official travel vary according to the category of travel: to meet mission requirements; "required use" travel (extraordinary security, communications, or scheduling needs); or other travel for the conduct of DOI business.

The trip documented on the attached form is ordinary ("other") official travel because it involves transportation that is neither to meet mission requirements nor "required use" travel. As such, the use of DOI or charter aircraft may be authorized only when: 1) no commercial service is reasonably available to meet the scheduling or operational needs of the trip; or 2) the actual cost of charter aircraft is not more than commercial service. Reasonable availability is defined as "able to meet your departure and/or arrival requirements within a 24-hour period, unless you demonstrate that extraordinary circumstances require a shorter period." 41 C.F.R. § 301-10.261(a)(1).

As the attached OAS-110 indicates, commercial aircraft service is not available to meet the operational and scheduling needs of the travel. The cost of charter aircraft service, including total duty hours away, is \$21,799. The cost of DOI fleet aircraft service, including total duty hours away, is \$4,400. Because use of DOI fleet aircraft is the most cost-effective means of meeting the operational and scheduling needs of this trip, this travel may be approved.

Your approval of this travel is requested. The applicable criteria are met for approval of this travel. **PLEASE INDICATE YOUR APPROVAL ON THE ATTACHED OAS-110 FORM.**

Contact and telephone number: Jennifer Heindl 202-208-7094

Surname

Due Date: ASAP

Tim Murphy Mulphy 7 (25/18)

Travel Cost Analysis

OAS-110 (12/12)

TRAVEL COST ANALYSIS

Justification for use of a Government aircraft for travel:

A.	BASIC	DATA:								
	Dates and	time of required time(s) at Temporary	Duty S	tation(s) (TDS):						
	Location	Kaktovik, AK	Date	7/30/18		Hours required to be on site	12:30	pm	to	11:59pm
	Location	Kaktovik, AK	Date	7/31/18		Hours required to be on site	12:008	am	to	9:00am
	Location	Alpine, AK	Date	7/31/18		Hours required to be on site	11:008	am	to	2:30pm
Mai	nifest (only p	persons required to be at TDS):								
		Name				Hourly Salary				
To	odd Wille	ens, <mark>Assistant Dep Se</mark> c			\$81.4	16				hours x 1,20 =
Ka	ate Mac	Gregor, ASLM			\$83.3	37	Hourly Salar			
St	eve Wa	ckowski, SA - Alaska			\$75.2	23	Benefits, Re	tiren	nent, l	erage Fringe fealth & Life
Se	ee rema	rks for additional names					The 1.20 doc	es no	t inch	
TO	ΓAL Hours (Cost of All Required Travelers		S	\$240	.06	applicable ac			oyees, add the
					(Continu	re on attached sheet if needed)				
В.	COST C	OMPARISON:								
	1. Comme	rcial Airline Costs to meet the require	1 TDS	locations and tir	nes, Indiv	vidual ticket cost x number of requ	ired travelers.	\$	N/A	(
	•	Cost of total duty hours away from of	fice or	regular duty stat	ion to me	et the commercial airline schedule.				
	•	Cost of required per diem and ground	transpo	ortation						
		TOTAL Cost by commercial tra	nsporta	tlion				\$		
	2. Leased	I, Contract, or Rental Aircraft.								
		Flight hours x flight hour costs						S	\$12	2,980.00
								U,		840.96
	•	Cost of total duty hours away from of	fice or	regular duty stat	ion					
	•	Cost of required per diem and ground	transpo	ortation					Φ4,	979.00
		Any additional aircraft or crew costs r parking, extra crew, etc.	ot incl	uded in above h	ourly rate.	i.e., standby charges, tiedown fee	s. overnight		-	
		TOTAL Cost by Lease, Contrac	ı. or Re	ental aircraft.				S	\$21	,799.00
	3. <u>DOI</u> -0	Operated Aircraft – identify specific ai	eraft:	N700FW - I	Kodiak	Quest				
	•	Flight hours required x variable flight	hour c	ost,				S	\$2,	700.00
	•	Cost of total duty hours away from of	lice or	regular duty stat	ion.					
	•	Cost of required per diem and ground	transpo	ortation.						
	•	Any additional costs to be incurred the on page 1 of OMB Circular A-126. A here if the pilot is one of the Government	ttachm	ent B. if not inc	luded in t	he flight hour rate. (Do not includ	e pilot costs			
	•	Fuel costs, if not included in above fli i.e., tiedown fees, overnight parking, o		ir rate. Any add	itional air	craft costs not in the above flight h	our rate,		\$1,	700.00
		TOTAL COST by DOI Fleet air	eraft.					S	\$4,	400.00

TRAVEL COST ANALYSIS

Justification for use of a Government aircraft for travel:

A. BASIC DATA:

Dates and time of required time(s) at Temporary Duty Station (TDS):

	.o or rodamou timo(o) at rompora	. , ,	Hours required	
Location	Becharof Lake, AK	Date	8/28/2018 to be on site 2:15pm Hours required	to <u>2:45pm</u>
Location	Mother Goose Lake, AK	Date	8/28/2018 to be on site Hours required 3:45pm	to <u>4:15pm</u>
Location		Date	to be on site Hours required	to
Location		Date	lo be on site Hours required	to
Location		Date	lo be on site	to

Manifest (only persons required to be at TDS):

	Annual	Hourly	Enter Y if AK employee;	Total Hourly
Name of Individual	Salary	Salary	leave blank if not	Salary
1 Greg Siekaniec (FWS Regional Director) SES		\$109.00		\$109.00
2 Karen Clark (Deputy Regional Director)		\$94.41		\$94.41
3 Mary Colligan (Asst. Regional Director)		\$94.41		\$94.41
4 Rory Stark (Acting Special Agent in Charge)		\$94.41		\$94.41
5 Eric Taylor (Acting Asst Regional Director)		\$84.17		\$84.17
6 Susan Alexander (Refuge Manager)		\$74.56		\$74.56
7		\$0.00		\$0.00
8		\$0.00		\$0.00
9		\$0.00		\$0.00
10		\$0.00		\$0.00
11		\$0.00		\$0.00
12		\$0.00		\$0.00
13		\$0.00		\$0.00
14		\$0.00		\$0.00
15		\$0.00		\$0.00
16		\$0.00		\$0.00
17		\$0.00		\$0.00
18		\$0.00		\$0.00
19		\$0.00		\$0.00
TOTAL Hours Cost of All Required Travelers:				\$550.96

B. COST COMPARISON:

TOTAL Cost by commercial transportation

IS.		
Ticket price # of travelers:		\$0.00
to # of hours: # of Iravelers		\$0.00
ground trans: per diem rate: # of travelers:	0.00 \$0.00	\$0.00
	Ticket price: # of travelers: to # of hours: # of lravelers: ground trans: per diem rate:	Ticket price: # of travelers: to # of hours: # of Iravelers: ground trans: 0.00 per diem rate: \$0,00

REMARKS: (Must be completed if other than mo		
The purpose of this flight is for senior regional mana		
National Wildlife Refuges with refuge staff, to learn	about management issues and decisions that n	eed to be supported
by the Regional Directorate. There are no available commercial flights to these s	sites, and there are no DOI fleet aircraft available	The only available
option is a chartered flight.	sics, and there are no bennect around available	o. The only available
August 29 and 30 are alternate dates for this flight in	in case of bad weather.	
V. CO. L. R.	echarof Laka to Mothe	· (206 25
Rive salmon to Di	certain	
	,	
Lake of back.		
D. GENERAL APPROVAL REQUIREMEN	NTS FOR TRAVEL ON GOVERNMENT	AIRCRAFT:
Print name of designated approving official	Signature	Date
This hand of designated approving entotal	Signature	Date
E. SPECIAL APPROVAL REQUIREMENT	TS FOR REQUIRED USE TRAVEL:	
	(See para, 11,b page 6 of OME	3 Circular A-125)
District the second of the sec	2)	
Print name of designated approving official	Signature	Date
F.		
SPECIAL APPROVAL REQUIREMENT	TS FOR USE OF GOVERNMENT AIRC	RAFT FOR
TRAVEL BY THE FOLLOWING CATE	GORIES OF PEOPLE:	
	(See para, 11.e. page 7 of OMB Circular A-126 a	and para, A page 3-1 of
	OMB Bulletin No. 93-11	
Senior Executive Branch Officials Senior Endered Officials		
Senior Federal OfficialsMembers of Families of Senior Executive	Branch and Senior Ederal Officials	
Non-Federal travelers	Branch and Senior Federal Officials	
, , , , , , , , , , , , , , , , , , ,	1 1	
Day 1 H. Time.		
Danie 11 Jorlani		
Print name of designated approving official	Gignature	Date
Page 3 of 3		1
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		1
		31
)

OFFICE OF THE SOLICITOR CORRESPONDENCE BACKGROUND FORM

Date: September 6, 2018

Nature and Significance of Document: Request for approval of use of charter aircraft service for official travel on **September 8, 2018,** weather permitting, of the Secretary, one senior DOI officials (James Reilly, Director, USGS), and 3 other DOI employees (Greg Knee, Security; Holly Land, Advance, OS; Frank Trusdell, Research Geologist, USGS) from Hilo, HI, for an aerial tour of and visit to USGS volcano monitoring facilities on the Big Island, and back to Hilo.

Background: Advance approval/disapproval by the Solicitor or Deputy Solicitor is required by 41 C.F.R. Parts 301-10 and 301-70, and OMB Circular A-126 for travel on other-than-commercial airlines by officials at SES level and above and for all non-federal individuals who are traveling either for official DOI business or on a "space available" basis. The standards for approving official travel vary according to the category of travel: to meet mission requirements; "required use" travel (extraordinary security, communications, or scheduling needs); or other travel for the conduct of DOI business.

The trip documented on the attached form is ordinary ("other") official travel because it involves transportation that is neither to meet mission requirements nor "required use" travel. As such, the use of DOI or charter aircraft may be authorized only when: 1) no commercial service is reasonably available to meet the scheduling or operational needs of the trip; or 2) the actual cost of charter aircraft is not more than commercial service. Reasonable availability is defined as "able to meet your departure and/or arrival requirements within a 24-hour period, unless you demonstrate that extraordinary circumstances require a shorter period." 41 C.F.R. § 301-10.261(a)(1).

As the attached OAS-110 indicates, DOI and commercial aircraft service are not available to meet the operational and scheduling needs of the travel, which includes an aerial tour. The cost of charter aircraft service, not including total duty hours away is \$14,784. Because the use of charter aircraft is the only means of meeting the operational and scheduling needs of this trip, this travel may be approved.

Your approval of this travel is requested. The applicable criteria are met for approval of this travel. **PLEASE INDICATE YOUR APPROVAL ON THE ATTACHED OAS-110 FORM.**

Contact and telephone number: Jennifer Heindl 202-208-7094

Surname

Due Date: ASAP

Tim Murphy Murphy 9/6/18

TRAVEL COST ANALYSIS

Justification for use of a Government aircraft for travel:

	d time of required time(s) at Temporary	Duty 5	auon(s) (1125):			
Location	Hilo, HI	Date	9/8/2018	Hours required to be on site	1100	1900
Location		Date		Hours required to be on site		to
Location		Date		Hours required to be on site		lo
Manifest (only	persons required to be at TDS):					•
	Name			Hourly Salary		
Secretary Zir	nke, DOI, PAS			\$107.52		2087 hours x 1.20 =
SGT Greg Knee,				\$53.16 \$53.16	Hourly Salary Ra	te
	USGS Director, SES	_		\$90.60		ers average Fringe ent, Health & Life
Frank Trusde	ell, USGS Research Geologist, GS-	15		\$87,84	Insurance, Medica The 1.20 does not	are, other Fringes, i include COLA;
TOTAL Hours	s Cost of All Required Travelers		S	l employees, add the onal %.		
5.0	COMPARISON:	a The i		(Continue on attached sheet if needed)		0.00
1. Comn				mes. Individual ticket cost x number of requ		0.00
•				tion to meet the commercial airline schedule,		0.00
•	Cost of required per diem and groun	d transpo	rtation.			-11
	TOTAL Cost by commercial tr	ansporta	tion		S	0.00
2. Lease	ed, Contract, or Rental Aircraft.					see
1,,	Flight hours x flight hour costs					
2.					\$ _	7,800.00
21	Cost of total duty hours away from o	flice or r	egular duty stat	tion	\$ _	7,800.00
3.	Cost of total duty hours away from o			tion	s _	
	Cost of required per diem and groun	d transpo	rtation	tion nourly rate, i.e., standby charges, tiedown fee		0.00
3.	Cost of required per diem and ground Any additional aircraft or crew costs	d transpo	rtation ided in above h			0.00
3. 4.	Cost of required per diem and ground Any additional aircraft or crew costs parking, extra crew, etc. TOTAL Cost by Lease. Contra	d transpo	rtation ided in above h		s, overnight	0.00 0.00 6,984_00
3. 4.	Cost of required per diem and ground Any additional aircraft or crew costs parking, extra crew, etc.	d transpo	rtation ided in above h intal aircraft.		s, overnight	0.00 0.00 6,984_00
3. 4.	Cost of required per diem and ground Any additional aircraft or crew costs parking, extra crew, etc. TOTAL Cost by Lease. Contra Operated Aircraft – identify specific a	d transpo	rtation ided in above h intal aircraft. N/A	ourly rate, i.e., slandby charges, tiedown fee	s, overnight	0.00 0.00 6,984.00
3. 4.	Cost of required per diem and ground Any additional aircraft or crew costs parking, extra crew, etc. TOTAL Cost by Lease. Contra — Operated Aircraft — identify specific a Flight hours required x variable flight	d transpo	rtation ided in above h intal aircraft. N/A ist. egular duty stat	ourly rate, i.e., slandby charges, tiedown fee	s, overnight	0.00 0.00 6,984.00 14,784.00
3. 4. 3. DOI-	Cost of required per diem and ground Any additional aircraft or crew costs parking, extra crew, etc. TOTAL Cost by Lease. Contrational Cost of Industrial Cost of In	d transpo	rtation ided in above h intal aircraft. N/A egular duty stat rtation. of included in the ent B, if not included.	tion. the above flight hour rate. Variable cost of creduded in the flight hour rate. (Do not include	s, overnight \$ S ew, as defined e pilot costs	0.00 0.00 6,984.00 14,784.00 0.00
3. DOI-	Cost of required per diem and ground Any additional aircraft or crew costs parking, extra crew, etc. TOTAL Cost by Lease. Contrational Cost of Industrial Aircraft — identify specific at Flight hours required x variable flight Cost of total duty hours away from the Cost of required per diem and ground Any additional costs to be incurred to on page 1 of OMB Circular A-126, here if the pilot is one of the Government.	d transpo	rtation ided in above h intal aircraft. N/A egular duty stat rtation. of included in the ent B, if not included to	tion.	s, overnight \$ S ew, as defined e pilot costs	0.00 0.00 6,984.00 14,784.00 0.00 0.00

remarks



Hebert, Samantha <samantha_hebert@ios.doi.gov>

Helicopter Information

4 messages

Holly Lane <holly_lane@ios.doi.gov>

To: srbrant@usgs.gov, dpsmith@usgs.gov, adevaris@usgs.gov

Cc: tlmurray@usgs.gov, jgillespie@usps.gov, (b) (6), (b) (7)(C)

Wed, Sep 5, 2018 at 6:54 P

Wed, Sep 5, 2018 at 7:18 PM

@nps.gov>, samantha_hebert@ios.doi.gov

Hello team.

I need some additional information on the usage of the helicopter for the upcoming visit to see the the volcano damage.

We would need to know more on how often USGS rents helicopter since you don't have any of your own, why the use of a helicopter is needed to access some of these locations and any information on past visits where you needed a larger helicopter.

If you could send this by COB today then Sam will have it by the ethics meeting in the morning.

Thank you all for your assistance.

Holly Lane
Senior Advance Representative
Department of Interior
+1-202-706-9330 - Cell
+1-202-208-1327 - Office
holly lane@ios.doi.gov

Brantley, Steven <srbrant@usgs.gov>

To: Holly Lane <holly lane@ios.doi.gov>

Cc: Durelle Smith <dpsmith@usgs.gov>, Aimee Devaris <adevaris@usgs.gov>, Thomas Murray <tlmurray@usgs.gov>, jgillespie@usps.gov(b) (6), (b) (7)(C) @nps.gov>, samantha hebert@ios.doi.gov

Hi,

USGS Hawaiian Volcano Observatory (HVO) utilizes small helicopters (average 80-100 hours per year) for the purpose of installing and maintaining volcano and earthquake monitoring and telemetry networks in remote areas on the Island of Hawai'i, including Hawaii Volcanoes National Park, and for the purpose of performing geologic mapping and research, and aerial reconnaissance of eruptive activity. During the current eruption and summit collapse, HVO has flown about 170 hours between March and September 2018. During the past year, HVO has utilized three helicopter vendors on contract through the DOI Office of Aviation Services, including Blue Hawaiian, K&S Helicopters (Paradise Helicopters), and Manuiwa Helicopters Inc. (Volcano Helicopters). HVO typically utilizes a Hughes 500 model helicopter for the transport of as many as 3 people at a time and for external loads, but we also utilize a larger helicopter (for example, Eurocopter EC 130 T2) to accommodate additional passengers for aerial reconnaissance or at high elevations.

Steve

Steven Brantley
U.S. Geological Survey
Hawaiian Volcano Observatory
PO Box 1026
Hilo, HI 96721
cell 808-937-8470
email: srbrant@usgs.gov

On Wed, Sep 5, 2018 at 12:54 PM, Holly Lane holly_lane@ios.doi.gov wrote:

Hello team,

I need some additional information on the usage of the helicopter for the upcoming visit to see the the volcano damage.

We would need to know more on how often USGS rents helicopter since you don't have any of your own, why the use of a helicopter is needed to access some of these locations and any information on past visits where you needed a larger helicopter.

If you could send this by COB today then Sam will have it by the ethics meeting in the morning.

Thank you all for your assistance.

Holly Lane Senior Advance Representative Department of Interior +1-202-706-9330 - Cell +1-202-208-1327 - Office holly_lane@ios.doi.gov

Durelle Smith <dpsmith@usgs.gov>

Wed, Sep 5, 2018 at 8:04 PM

To: Steven Brantley <srbrant@usgs.gov>, Holly Lane <holly lane@ios.doi.gov> Cc: Aimee Devaris <adevaris@usgs.gov>, Thomas Murray <tlmurray@usgs.gov>, jgillespie@usps.gov, (6) (6), (6) , Samantha Hebert <samantha hebert@ios.doi.gov>, Shari Moultrie <shari_moultrie@ios.doi.gov>

To close the loop - here is some information that was included on the OMD-110 form that is being submitted by Shari Moultrie to the DOI Solicitor for review and approval:

Request review and approval for Secretary Zinke to utilize contract helicopter on September 8, 2018 to survey impacts of recent Kilauea eruption.

On September 8, 2018, Secretary Ryan Zinke and three other members (DOI required security staff, USGS Director and USGS Hawaiian Volcano Observatory scientific expert) will board helicopter in Hilo, HI to conduct overflights of several key lava eruption flows in the lower East Rift Zone and at the Summit over the course of the day before returning to Hilo, HI.

Commercial airlines were not considered due to inability to conduct aerial flights of various volcano sites.

From: Brantley, Steven <srbrant@usgs.gov> Sent: Wednesday, September 5, 2018 3:19 PM To: Holly Lane <holly_lane@ios.doi.gov>

Cc: Durelle Smith cc: Durelle Smith cov; Aimee Devaris <adevaris@usgs.gov</pre>; Thomas Murray <tlmurray@usgs.gov</pre>;

jgillespie@usps.gov; (b) (6), (b) (7)(C) >; samantha_hebert@ios.doi.gov

Subject: Re: Helicopter Information

Hi,

USGS Hawaiian Volcano Observatory (HVO) utilizes small helicopters (average 80-100 hours per year) for the purpose of installing and maintaining volcano and earthquake monitoring and telemetry networks in remote areas on the Island of Hawai'i, including Hawaii Volcanoes National Park, and for the purpose of performing geologic mapping and research, and aerial reconnaissance of eruptive activity. During the current eruption and summit collapse, HVO has flown about 170 hours between March and September 2018. During the past year, HVO has utilized three helicopter vendors on contract through the DOI Office of Aviation Services, including Blue Hawaiian, K&S Helicopters (Paradise Helicopters), and Manuiwa Helicopters Inc. (Volcano Helicopters). HVO typically utilizes a Hughes 500 model helicopter for the transport of as many as 3 people at a time and for external loads, but we also utilize a larger helicopter (for example, Eurocopter EC 130 T2) to accommodate additional passengers for aerial reconnaissance or at high elevations.

Steve

Steven Brantley

U.S. Geological Survey

Hawaiian Volcano Observatory

PO Box 1026

Hilo, HI 96721

cell 808-937-8470

email: srbrant@usgs.gov

On Wed, Sep 5, 2018 at 12:54 PM, Holly Lane <holly lane@ios.doi.gov> wrote:

Hello team,

I need some additional information on the usage of the helicopter for the upcoming visit to see the the volcano damage.

We would need to know more on how often USGS rents helicopter since you don't have any of your own, why the use of a helicopter is needed to access some of these locations and any information on past visits where you needed a larger helicopter.

If you could send this by COB today then Sam will have it by the ethics meeting in the morning.

Thank you all for your assistance.

Holly Lane Senior Advance Representative Department of Interior +1-202-706-9330 - Cell +1-202-208-1327 - Office holly_lane@ios.doi.gov

Moultrie, Shari <shari moultrie@ios.doi.gov>

Thu, Sep 6, 2018 at 10:22 AM

To: Durelle Smith <dpsmith@usgs.gov>

Cc: Steven Brantley <srbrant@usgs.gov>, Holly Lane <holly_lane@ios.doi.gov>, Aimee Devaris <adevaris@usgs.gov>, Thomas Murray <tlmurray@usgs.gov>, jgillespie@usps.gov, (b) (6), (b) (7)(C) samantha hebert@ios.doi.gov

All - Solicitor's office is requiring a more detailed itinerary. Can someone provide me a more outlined trip with the helicopter other than it will be reviewing several sites throughout the day. Will the helicopter be landing for meetings and if so where. Once I receive this I will provide the more detailed itinerary to the SOL.

Thanks so much.

Shari Moultrie

Flight Coordination Specialist US Department of the Interior Office of Aviation Services Cell: (770) 598-3021 shari moultrie@ios.doi.gov

We are dedicated to providing exceptional service and always looking for input to improve our services; please assist us by completing a brief survey at:

https://www.surveymonkey.com/s/EROCustomerSurvey

On Wed, Sep 5, 2018 at 8:05 PM Durelle Smith <dpsmith@usgs.gov> wrote:

To close the loop – here is some information that was included on the OMD-110 form that is being submitted by Shari Moultrie to the DOI Solicitor for review and approval:

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On September 8, 2018, Secretary Ryan Zinke and three other members (DOI required security staff, USGS Director and USGS Hawaiian Volcano Observatory scientific expert) will board helicopter in Hilo, HI to conduct overflights of several key lava eruption flows in the lower East Rift Zone and at the Summit over the course of the day before returning to Hilo, HI.

Commercial airlines were not considered due to inability to conduct aerial flights of various volcano sites.

From: Brantley, Steven <srbrant@usgs.gov>
Sent: Wednesday, September 5, 2018 3:19 PM

To: Holly Lane <holly_lane@ios.doi.gov>

Cc: Durelle Smith cc: Durelle Smith cov; Aimee Devaris <adevaris@usgs.gov</pre>; Thomas Murray

Subject: Re: Helicopter Information

Hi,

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Helicopters), and Manuiwa Helicopters Inc. (Volcano Helicopters). HVO typically utilizes a Hughes 500 model helicopter for the transport of as many as 3 people at a time and for external loads, but we also utilize a larger helicopter (for example, Eurocopter EC 130 T2) to accommodate additional passengers for aerial reconnaissance or at high elevations.

Steve

Steven Brantley

U.S. Geological Survey

Hawaiian Volcano Observatory

PO Box 1026

Hilo, HI 96721

cell 808-937-8470

email: srbrant@usgs.gov

On Wed, Sep 5, 2018 at 12:54 PM, Holly Lane <holly_lane@ios.doi.gov> wrote:

Hello team,

I need some additional information on the usage of the helicopter for the upcoming visit to see the the volcano damage.

We would need to know more on how often USGS rents helicopter since you don't have any of your own, why the use of a helicopter is needed to access some of these locations and any information on past visits where you needed a larger helicopter.

If you could send this by COB today then Sam will have it by the ethics meeting in the morning.

Thank you all for your assistance.

Holly Lane Senior Advance Representative Department of Interior +1-202-706-9330 - Cell +1-202-208-1327 - Office holly lane@ios.doi.gov



Heindl, Jennifer < jennifer.heindl@sol.doi.gov>

Fwd: Helicopter Information

1 message

Hebert, Samantha <samantha_hebert@ios.doi.gov> 6 September 2018 at 14:22 To: Jennifer Heindl <jennifer.heindl@sol.doi.gov>, "de la Vega, Scott" <scott.delavega@sol.doi.gov>, Heather Gottry <heather.gottry@sol.doi.gov>

----- Forwarded message -----

From: Moultrie, Shari <shari_moultrie@ios.doi.gov>

Date: Thu, Sep 6, 2018 at 2:05 PM Subject: Re: Helicopter Information

To: Thomas Murray <tlmurray@usgs.gov>

Cc: Durelle Smith <dpsmith@usgs.gov>, Steven Brantley <srbrant@usgs.gov>, Holly Lane

<holly_lane@ios.doi.gov>, Aimee Devaris <a devaris@usgs.gov>, <jgillespie@usps.gov>, |

(b) (6), (b) (7)

>, <samantha_hebert@ios.doi.gov>

Thank you kindly. I will pass this detail info on to the Solicitors.

Shari Moultrie

Flight Coordination Specialist

On Thu, Sep 6, 2018 at 4:22 AM, Moultrie, Shari <shari moultrie@ios.doi.gov> wrote:

All - Solicitor's office is requiring a more detailed itinerary. Can someone provide me a more outlined trip with the helicopter other than it will be reviewing several sites throughout the day. Will the helicopter be landing for meetings and if so where. Once I receive this I will provide the more detailed itinerary to the SOL.

Thanks so much.

Shari Moultrie

Flight Coordination Specialist

US Department of the Interior Office of Aviation Services

Cell: (770) 598-3021

shari moultrie@ios.doi.gov

We are dedicated to providing exceptional service and always looking for input to improve our services; please assist us by completing a brief survey at:

https://www.surveymonkey.com/s/EROCustomerSurvey

On Wed, Sep 5, 2018 at 8:05 PM Durelle Smith <dpsmith@usgs.gov> wrote:

To close the loop – here is some information that was included on the OMD-110 form that is being submitted by Shari Moultrie to the DOI Solicitor for review and approval:

Hi,

USGS Hawaiian Volcano Observatory (HVO) utilizes small helicopters (average 80-100 hours per year) for the purpose of installing and maintaining volcano and earthquake monitoring and telemetry networks in remote areas on the Island of Hawai'i, including Hawaii Volcanoes National Park, and for the purpose of performing geologic mapping and research, and aerial reconnaissance of eruptive activity. During the current eruption and summit collapse, HVO has flown about 170 hours between March and September 2018. During the past year, HVO has utilized three helicopter vendors on contract through the DOI Office of Aviation Services, including Blue Hawaiian, K&S Helicopters (Paradise Helicopters), and Manuiwa Helicopters Inc. (Volcano Helicopters). HVO typically utilizes a Hughes 500 model helicopter for the transport of as many as 3 people at a time and for external loads, but we also utilize a larger helicopter (for example, Eurocopter EC 130 T2) to accommodate additional passengers for aerial reconnaissance or at high elevations.

Steve

Steven Brantley

U.S. Geological Survey

Hawaiian Volcano Observatory

PO Box 1026

Hilo, HI 96721

Tom Murray, tlmurray@usgs,gov Director, Volcano Science Center U.S. Geological Survey (desk) 907-786-7443

Samantha Hebert U.S. Department of the Interior *Immediate Office of the Secretary* Director, Scheduling and Advance

Direct: 202-208-4025 Cell: 202-412-6142

Email: Samantha_Hebert@ios.doi.gov

NOTE: Every email I send or receive is subject to release under the Freedom of Information Act.

note: tribe will remymore

OFFICE OF THE SOLICITOR CORRESPONDENCE BACKGROUND FORM

September 12, 2018

Nature and Significance of Document: Request for approval of charter aircraft service for official travel on September 25, 2018 of three DOI senior officials (Alan Mikkelsen, Senior Advisor to the Secretary; Pamela Williams, Director, Secretary's Indian Water Rights Office); Jeffrey Morris, Program Manager, Bureau of Reclamation) to the Hualapai Reservation and back. The purpose of this travel is to do a site visit of the proposed Hualapai Pipeline route that is included in their water settlement.

Background: Advance approval/disapproval by the Solicitor or Deputy Solicitor is required by 41 C.F.R. Parts 301-10 and 301-70, and OMB Circular A-126 for travel on other-than-commercial airlines by officials at SES level and above and for all non-federal individuals who are traveling either for official DOI business or on a "space available" basis. The standards for approving official travel vary according to the category of travel: to meet mission requirements; "required use" travel (extraordinary security, communications, or scheduling needs); or other travel for the conduct of DOI business.

The trip documented on the attached form is ordinary ("other") official travel because it involves transportation that is neither to meet mission requirements nor "required use" travel. As such, the use of DOI or charter aircraft may be authorized only when: 1) no commercial service is reasonably available to meet the scheduling or operational needs of the trip; or 2) the actual cost of charter aircraft is not more than commercial service. Reasonable availability is defined as "able to meet your departure and/or arrival requirements within a 24-hour period, unless you demonstrate that extraordinary circumstances require a shorter period." 41.C.F.R. 301-10.261(a)(1).

As the attached OAS-110 indicates, commercial and DOI aircraft service are not available to meet the operational and scheduling needs of this flight. The cost of the charter aircraft service, not including cost of total duty hours away, is \$4.800. Because charter aircraft services is the only means of meeting the operational and scheduling needs of this trip, this travel may be approved.

Your approval of this travel is requested. The applicable criteria are met for approval of this travel. PLEASE INDICATE YOUR APPROVAL ON THE ATTACHED OAS-110 FORM.

Contact and telephone number: Jennifer Heindl 202-208-7094

Surname

Due Date: ASAP

Tim Murphy Muphy 9/21/18

Travel Cost Analysis

OAS-110 (12/12)

TRAVEL COST ANALYSIS

Justification for use of a Government aircraft for travel:

Λ.	BASIC DATA.								
	Dates and time of required time(s) at Tempora	y Duty S	tation(s) (T	DS):					
	Location Hualapai, AZ	Date	9/25/2	2018	B Hours required to be on site	9:00am	۱ (ر	4:00pm	
	Location	Date			Hours required to be on site		te	0	
	Location	– Date			Hours required to be on site		to	0 - 0	
Ma	unifest (only persons required to be at TDS):	=							
14111	Name				Hourly Salary				
A	Alan Mikkelsen				94.41	Annual Salar	y ÷ 208°	7 hours x 1.20 =	
Pamela Williams		_			77.58	Hourly Salary			
-	Jeffrey Morris				67.41			average Fringe Health & Life	
	demoy Morne				07.11	Insurance, Marchael The 1,20 does		other Fringes.	
TO	TAL Hours Cost of All Required Travelers			\$	239.40		ised emp	oloyees, add the	
					(Continue on attached sheet if needed)				
В.	COST COMPARISON:				,,				
	Commercial Airline Costs to meet the requ	red TDS	locations ar	nd tin	nes. Individual ticket cost x number of required	I travelers.	S	\$0.00	
	Cost of total duty hours away from	office or	regular duty	y stati	ion to meet the commercial airline schedule.				
	Cost of required per diem and grou	ıd transpo	ortation.						
	TOTAL Cost by commercial						\$	N/A	
	Leased, Contract, or Rental Aircraft.							7/1 - 10	
	Flight hours x flight hour costs						S	\$4,800.00	
			5 4				,	\$0.00	
	Cost of total duty hours away from	office or							
	 Cost of required per diem and grou 	nd transpo						\$0.00	
	 Any additional aircraft or crew cost parking, extra crew, etc. 	s not incl						\$0.00	
	TOTAL Cost by Lease, Contr	act, or Re	ental aircraf	ì.			S	\$4,800.00	
	3. DOI -Operated Aircraft - identify specific	aircraft:		N/	A				
	Flight hours required x variable flig	ht hour c	ost.				s		
	Cost of total duty hours away from	office or	regular duty	y stati	on.		_		
	 Cost of required per diem and grou 	nd transpo	ortation.						
	Any additional costs to be incurred on page 1 of OMB Circular A-126.	that are n	ot included ent B. if no	ot incl	e above flight hour rate. Variable cost of crew, hided in the flight hour rate. (Do not include p				
	here if the pilot is one of the Gover	iment off	īcials requi	red to	meet or perform duties at the TDY location.)				
	 Fuel costs, if not included in above i.e., tiedown fees, overnight parking 		ır rate. Any	y addi	itional aircraft costs not in the above flight hour	rate,	_		
	TOTAL COST by DOI Fleet	aircraft,					S		



Heindl, Jennifer <jennifer.heindl@sol.doi.gov>

Re: approval for helicopter use

1 message

Heindl, Jennifer <jennifer.heindl@sol.doi.gov> 21 September 2018 at 09:57 To: Pamela Williams <pamela_williams@ios.doi.gov>

Hi Pam,

I am currently processing revised version I received yesterday. Should go up to Solicitor's hallway this morning for signature.

Thanks,

Jennifer

Jennifer A. Heindl

Attorney Advisor

Office of the Solicitor

Division of General Law

Branch of General Legal Services

Voice: 202-208-7094

Fax: 202-219-1790

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OFFICE OF THE SOLICITOR CORRESPONDENCE BACKGROUND FORM

Date: September 21, 2018

Nature and Significance of Document: Request for approval of use of charter aircraft service for official travel on September 27-28, 2018, weather permitting, of four non-SES DOI officials (Steve Wackowski, Senior Advisor to the Secretary; Gilbert Castellanos, International Affairs Specialist, FWS; Steve Arthur, Supervisory Wildlife Biologist, and Lesia Monson, Secretarial Assistant), one State Department official John J. Hill (Energy Counselor, U.S. Embassy to Canada) and twelve non-federal individuals (Craig Machtens, IPCB A/Co-chair, Canadian Wildlife Service; Christine Cleghorn, Director, Environment, Yukon Government; Brett Elkin, Director, Environment, Government of the Northwest Territories; Joe Tetlichi, Chair, Porcupine Caribou Management Board; Basile van Havre, Director General, Canadian Wildlife Service, Alain Tellier, Director, Oceans and Environmental Law, Global Affairs, Canada; Elaine Cairns, Legal Cousel, Yukon Government; Ed van Randen, ADM, Environment, Yukon Government; Jason Caikoski, State of Alaska, Wildlife Biologist, Alaska Department of Fish and Game; Bruce Dale, State of Alaska, Department of Fish and Game; Edward Rexford, Native Village of Kaktovik-Inupiat Representative, Charlene Stern, Department of Alaska Native Studies and Rural Development, University of Alaska, Fairbanks) to and from Kaktovik, Alaska. The purpose of this travel is attendance at the International Porcupine Caribou Board Meeting, which the U.S. is hosting, and a post-meeting community discussion.

Background: Advance approval/disapproval by the Solicitor or Deputy Solicitor is required by 41 C.F.R. Parts 301-10 and 301-70, and OMB Circular A-126 for travel on other-than-commercial airlines by officials at SES level and above and for all non-federal individuals who are traveling either for official DOI business or on a "space available" basis. The standards for approving official travel vary according to the category of travel: to meet mission requirements; "required use" travel (extraordinary security, communications, or scheduling needs); or other travel for the conduct of DOI business.

The trip documented on the attached form is ordinary ("other") official travel because it involves transportation that is neither to meet mission requirements nor "required use" travel. As such, the use of DOI or charter aircraft may be authorized only when: 1) no commercial service is reasonably available to meet the scheduling or operational needs of the trip; or 2) the actual cost of charter aircraft is not more than commercial service. Reasonable availability is defined as "able to meet your departure and/or arrival requirements within a 24-hour period, unless you demonstrate that extraordinary circumstances require a shorter period." 41 C.F.R. § 301-10.261(a)(1).

As the attached OAS-110 indicates, the commercial aircraft and DOI aircraft service are not available to meet the operational and scheduling needs of the travel. The cost of charter aircraft service, including total duty hours away over eight days is \$38,271. Because use of DOI aircraft is the only means of meeting the operational and scheduling needs of this trip, this travel may be approved.

TRAVEL COST ANALYSIS

Justification for use of a Government aircraft for travel:

Α.	BASIC	DATA:							
	Dates and	time of required time(s) at Temporary Kaktovik, AK	Duty S Date	0/27/18): Hours required to be on site	09:30am	1	to	10:00am
1	Location	Kaktovik, AK	Date	9/28/18	Hours required to be on site	09:30am	l	lo	10:00am
1	Location		Date		Hours required to be on site			to	
Manıf	est (only	persons required to be at TDS):							
		Name			Hourly Salary				
SEE	ATTACH	HED LIST: TOTAL HOURLY			\$214.94				ours x 1.20 =
						Hourly Sala			
			_			NOTE 1.20 Benefits, Re	tirem	ent, H	ealth & Life
						Insurance, N The 1.20 do	es not	inclu	de COLA,
тота	I Hours	Cost of All Required Travelers	_	\$	\$214.94	for Alaska-b applicable a			yees, add the
1017	ib Hours	Cost of All Acquired Travelets		J					
В. 9	COST	COMPARISON:			(Continue on attached sheet if needed)				
	Comm	ercial Airline Costs to meet the require	enti	locations and ti	imes Individual ticket cost x number of required	l travelers	•		0.00
,	Comm					MAYCICIS	Ψ.		
	•	Cost of total duty hours away from of	lice or	regular duty sta	ation to meet the commercial airline schedule.		1.5		
	•	Cost of required per diem and ground	transp	ortation.	No commercial		-		
		TOTAL Cost by commercial tra	nsporta	ition	options available		\$ _		0.00
2	2 Lease	ed, Contract, or Rental Aircraft							
	1.	Flight hours x flight hour costs					\$_		35,090.60
	2.	Cost of total duty hours away from of	ice or	regular duty sta	ation				2,579.28
	3.	Cost of required per diem and ground	transp	ortation			-		602 00
	4.,	Any additional aircraft or crew costs r	ot incl	uded in above t	hourly rate, i.e., standby charges, tiedown fees, o	vernight	-		
		TOTAL Cost by Lease, Contrac	or Re	ental aircraft			\$	- 3	38,271.88
7	DOL-	Operated Aircraft - identify specific air					-		
	•	Flight hours required x variable flight		osl	No fleet aircraft		\$_		0.00
	•	Cost of total duty hours away from of	ice or	regular duty sta	• 1 1 1				
	•	Cost of required per diem and ground	transpo	ortation			_		
	•	on page I of OMB Circular A-126, A	ttachm	ent B, if not in	he above flight hour rate. Variable cost of crew, cluded in the flight hour rate. (Do not include pot meet or perform duties at the TDY location.)				arts ege-
	•	Fuel costs, if not included in above flip i.e., tiedown fees, overnight parking, e		ır rate Any adı	ditional aircraft costs not in the above flight hour	rate,	2		,
	10	TOTAL COST by DOI Fleet air	eraft				8		0.00

DOI staff salary information (DOI staff highlighted in yellow)

	Steve Wackowski, GS 15	75.23		
	Gilbert Castellanos, GS 13	55.67		
Steve Arthur, GS 13		49.48	110	SES
	Lesia Monson, GS 10	<u>34.56</u>	140	363
	Total	\$214.94		

Manifest

Plane 1

- 1. Craig Machtans, IPCB A/Co-chair, Canadian Wildlife Service
- 2. Christine Cleghorn, board member, Director, Environment, Yukon Government
- 3. Brett Elkin, board member, Director, Environment, Government of Northwest Territories
- 4. Joe Tetlichi, board member, Chair, Porcupine Caribou Management Board
- 5. Shannon Stotyn, Porcupine Caribou Technical Committee co-chair, Canadian Wildlife Service
- 6. Basile van Havre, Director General, Domestic and International Biodiversity, Canadian Wildlife Service
- 7. Alain Tellier, Director, Oceans and Environmental Law, Global Affairs Canada
- 8. Elaine Cairns, Legal Counsel, Yukon Government
- 9. Ed van Randen, ADM, Environment, Yukon Government

Plane 2

- Jason Caikoski, State of Alaska, Wildlife Biologist, Alaska Department of Fish and Game
- 11. Bruce Dale, board member, State of Alaska, Department of Fish and Game
- 12. Edward Rexford, board member, Native Village of Kaktovik Inupiat Representative
- 13. Charlene Stern, board member, Department of Alaska Native Studies and Rural Development, University of Alaska Fairbanks
- 14. Steve Arthur, Fish and Wildlife Service, Supervisory Wildlife Biologist
- 15. Gilbert Castellanos, Fish and Wildlife Service, International Affairs Specialist
- 16. Lesia Monson, DOI, Secretarial Assistant
- 17. Stephen Wackowski, IPCB Co-chair, DOI, Senior Advisor to the Secretary
- 18. John J. Hill, US Dept of State, Energy Counselor at the US Embassy in Ottawa



Heindl, Jennifer <jennifer.heindl@sol.doi.gov>

Fwd: Charter aircraft

1 message

Monson, Lesia <lesia monson@ios.doi.gov> 20 September 2018 at 22:55 To: Jennifer Heindl < jennifer.heindl@sol.doi.gov>

Hi Jennifer,

As discussed earlier today, attached is the new AMD-110 form for review/approval. Please let me know if you have any questions or concerns. And if possible, I'm requesting a rush - I was informed today that Steve's travel authorization will not be approved until this approved form is submitted to Kate MacGregor.

Thanks very much, Lesia

Lesia Monson Department of the Interior Office of the Secretary 4230 University Drive, Suite 300 Anchorage, AK 99508 907-271-5485

----- Forwarded message -----

From: Monson, Lesia <lesia_monson@ios.doi.gov>

Date: Thu, Sep 20, 2018 at 4:01 PM

Subject: Charter aircraft

To: Stephen Wackowski <steve wackowski@ios.doi.gov>

Steve - I want to get you caught up on our aircraft situation. As you know, Hageland pulled the aircraft we were scheduled to use for the Kaktovik

International Porcupine Caribou Board Meeting Fairbanks, Kaktovik, Point Thomson, Alaska September 26 -28, 2018

Draft Agenda

Participants:

Canada Board Members:

Craig Machtans, IPCB A/Co-chair, Canadian Wildlife Service
Christine Cleghorn, board member, Director, Environment, Yukon Government
Brett Elkin, board member, Director, Environment, Government of Northwest Territories
Joe Tetlichi, board member, Chair, Porcupine Caribou Management Board
Canada Staff:

Shannon Stotyn, Porcupine Caribou Technical Committee co-chair, Canadian Wildlife Service
Basile van Havre, Director General, Domestic and International Biodiversity, Canadian Wildlife Service
Alain Tellier, Director, Oceans and Environmental Law, Global Affairs Canada
Elaine Cairns, Legal Counsel, Yukon Government
Ed van Randen, ADM, Environment, Yukon Government

United States Board Members:

Stephen Wackowski, IPCB Co-chair, DOI, Senior Advisor to the Secretary Bruce Dale, board member, State of Alaska, Department of Fish and Game Edward Rexford, board member, Native Village of Kaktovik - Inupiat Representative Charlene Stern, board member, Gwich'in representative

United States Staff:

Steve Arthur, Fish and Wildlife Service, Supervisory Biologist
Steve Berenzden, Fish and Wildlife Service, Arctic National Wildlife Refuge Manager
Gilbert Castellanos, Fish and Wildlife Service, International Affairs Specialist
Lesia Monson, DOI, Secretarial Assistant
Jason Caikoski, State of Alaska, Wildlife Biologist, Alaska Department of Fish and Game
John J. Hill, US Dept of State, Energy Counselor at the US Embassy in Ottawa

Wednesday, September 26

Board will be meeting at Pike's Place Lodge. All are asked to make their own reservations.

~5:00 pm or prior	GOC participants arrive in Fairbanks
6:00 pm	Dinner (buffet) opened in the Fireweed Meeting Room (2 nd floor) at Pikes Lodge
6:15 – 6:20 pm	Welcome Statement and Introductions – Led by Steve Wackowski
6:30 pm	Presentations led by U.S. hosts ConocoPhillips: Caribou best management practices in NPR-A

ABR Inc. on evolution of and current mitigations of North Slope hydrocarbon development for caribou (TBC)

12:15 pm	 Government of Canada member updates Yukon to address NWT to address Joe/PCMB to address
{Midday	Working lunch: Sack lunches from Fairbanks eaten during meeting}
12:45 pm	Porcupine Caribou Technical Committee (PCTC) activities since the last meeting, herd status, and plans for the upcoming year – led by Jason Caikoski and Shannon Stotyn
1:45 pm	Alaska community harvest sampling and harvest reporting – led by FWS, Steve Berendzen and Steve Arthur
2:45 pm	Discussion on Board advice to Parties: what/when, etc.
3:45 pm	Rules and Procedures review/updates: provision for alternate members (Wackowski request), recommendation for government co-chairs, other reps (Machtans request)
4:35 pm	Finalize/agree to press release
4:45 pm	Adjourn meeting
5:00 pm	Public/Community discussion, Q&A opportunity, Drum Dancing
Friday, September 28	
riday, september 20	
7:00 am	Breakfast, optional morning activities, possible bear viewing opportunity
7:00 am	Breakfast, optional morning activities, possible bear viewing opportunity
7:00 am 7:30 am	Breakfast, optional morning activities, possible bear viewing opportunity Optional - Meet at MCI for bear viewing pick up Check out of MCI/FWS bunkhouse, pick up sack lunch (if needed) from Tim at
7:00 am 7:30 am 9:15 am	Breakfast, optional morning activities, possible bear viewing opportunity Optional - Meet at MCI for bear viewing pick up Check out of MCI/FWS bunkhouse, pick up sack lunch (if needed) from Tim at MCI, be ready for pick up by Ravn bus driven by Sue Immediate departure for airport from MCI (\$5.00 cash per person for bus

chair he/she, after consulting with the co-chair from the other delegation may designate an acting chair. Preferably this would be done in writing before the meeting begins. In the absence of such designation, the other co-chair shall serve as chair of the meeting.

- 3.4 <u>MEETING FREQUENCY</u> Meetings shall be held at least twice a year. One of the meetings shall be face-to-face; other meetings will be held as needed.
- 3.5 <u>MEETING LOCATION</u> Meetings shall alternate between Canada and the United States and whenever possible shall be in a user community with an alternate location in the same country. The time and location of each meeting shall be determined at the preceding meeting.
- 3.6 <u>MEETING ARRANGEMENT</u> Logistical arrangements and costs for each meeting, including documentation, meeting facility, and administrative support shall be the responsibility of the host country. Agenda/topics for discussion will be made available prior to the meeting.
- 3.7 MEETING ATTENDANCE All meetings shall be open to the public and a portion of time designated at each meeting for public discussion. The co-chairs reserve the right to conduct business in executive session/in camera when requested by one co-chair and concurred by the other. Teleconference and videoconference are means of attending meetings.
- 3.8 MINUTES Summary minutes for each meeting shall be provided by the host country to the members within 2 weeks of the meeting.

 Upon receipt of the minutes the member will have an additional two weeks to provide corrections following which the corrected minutes will be redistributed to the members and upon request to the public. Summary minutes from each meeting will be approved by the Board at the following meeting.
- 3.9 PRESS RELEASE A draft press release will be prepared in advance of the meeting by the chairman and approved by the Board at the conclusion of the meeting. Whenever possible copies of the press release shall be distributed to the members at the end of the meeting and otherwise as soon as possible after the meeting. Distribution of the press release shall be the responsibility of each country within its borders.
- 3.10 ACCOMPLISHMENT OF TASKS A record of progress on assigned tasks will be provided to the other Board members by the agency assigned the task on the schedule identified. The summary minutes of the meeting will serve as the record identifying tasks and the accomplishment of tasks. This shall be a running agenda item.
- 3.11 POTENTIAL CONFLICT OF INTEREST It is recognized that Board members have multiple roles that have the potential for placing them in a conflict of interest at times. It is the responsibility of each Board member to self-

Roles and Responsibilities*

Establishment of the International Porcupine Caribou Board and definition of its responsibilities are addressed in Section 4 of the 1987 agreement between the United States and Canada on conservation of the Porcupine Caribou Herd. Specifically Section 4(d) states:

"The Board, seeking, where appropriate, information available from management agencies, local communities, users of Porcupine Caribou, scientific and other interests, will make recommendations and provide advice on those aspects of the conservation of the Porcupine Caribou Herd and its habitat that require international coordination"

The aspects of conservation on which the Board is to advise and recommend are identified in items 1 thorough 5 of Section 4(d). They include sharing information, conservation of the Herd and its habitat, cooperative conservation planning, overall harvest levels, appropriate harvest limits when advisable in each of the two countries, and identification of sensitive habitats.

In addition to these specific items which are important in providing guidance to the Board, the text of the Agreement provides important insight into how the Board relates to the Parties, and the general context within which the Board should conduct its activities. It is clear, for example, that the Board is strictly advisory to the Parties, and has no independent authority or direct responsibility for conservation of the Herd -that responsibility is reserved to the Parties. On the other hand, it is apparent that the Board is intended to serve as the formal connection between the Parties - the instrument that serves to facilitate coordination and communication between the Parties and to generate advice and recommendations to the Parties that further the objectives of the Agreement.

In short, the role of the Board is to facilitate coordination, communication, and cooperation between the Parties, and to provide advice and recommendations to the Parties. The focus is to further the objectives of the Agreement and the conservation of the Porcupine Caribou Herd.

* Unanimously adopted by the Board at its January 16-17, 1990, meeting in Aklavik, NWT, Canada. Reaffirmed by the Board in Dawson City, Yukon on September 17, 2013.

OFFICE OF THE SOLICITOR CORRESPONDENCE BACKGROUND FORM

Date: September 20, 2018

Nature and Significance of Document: Request for approval of use of charter aircraft service for official travel on September 20-27, 2018, weather permitting, of four non-SES DOI officials (Steve Delehanty, Wildlife Refuge Manager, FWS; Tessa Johrendt, Wildlife Biologist, FWS; Marc Pratt, Wildlife Biologist, USDA; Spencer Atkinson, Wildlife Biologist, USDA) and one non-federal individual (Chris Gill, Biologist) to and from St. Paul, Alaska. The purpose of this travel is research and rat eradication.

Background: Advance approval/disapproval by the Solicitor or Deputy Solicitor is required by 41 C.F.R. Parts 301-10 and 301-70, and OMB Circular A-126 for travel on other-than-commercial airlines by officials at SES level and above and for all non-federal individuals who are traveling either for official DOI business or on a "space available" basis. The standards for approving official travel vary according to the category of travel: to meet mission requirements; "required use" travel (extraordinary security, communications, or scheduling needs); or other travel for the conduct of DOI business.

The trip documented on the attached form is ordinary ("other") official travel because it involves transportation that is neither to meet mission requirements nor "required use" travel. As such, the use of DOI or charter aircraft may be authorized only when: 1) no commercial service is reasonably available to meet the scheduling or operational needs of the trip; or 2) the actual cost of charter aircraft is not more than commercial service. Reasonable availability is defined as "able to meet your departure and/or arrival requirements within a 24-hour period, unless you demonstrate that extraordinary circumstances require a shorter period." 41 C.F.R. § 301-10.261(a)(1).

As the attached OAS-110 indicates, the commercial aircraft and DOI aircraft service are not available to meet the operational and scheduling needs of the travel. The cost of charter aircraft service, including total duty hours away over eight days is \$43,398. Because use of DOI aircraft is the only means of meeting the operational and scheduling needs of this trip, this travel may be approved.

Your approval of this travel is requested. The applicable criteria are met for approval of this travel. **PLEASE INDICATE YOUR APPROVAL ON THE ATTACHED OAS-110 FORM.**

Contact and telephone number:

Jennifer Heindl 202-208-7094

Due Date: ASAP

Surname

Tim Murphy

TRAVEL COST ANALYSIS

Justification for use of a Government aircraft for travel:

A. BASIC DATA:

Dates	and time of	required	time(s)	at	Temporary	Duty	Station	(TDS)
Dates	and time of	1 Cyull Cu	LIIIICISI	CI.	I CITIPOLAL Y	Duty	Station	11001

Location	St. Paul, AK	Date 9/20-9/27	to be on site 12:00pm	to 2:00pm
Location		Date	Hours required to be on site	to
Location		Date	Hours required to be on site	to
Location		Date	Hours required to be on site	to
Location		Date	lo be on site	to

Manifest (only persons required to be at TDS):

		Annual	Hourly	Enter Y if AK employee;	Total Hourly
	Name of Individual	Salary	Salary	leave blank if not	Salary
1	Steve Delehanty (FWS Wildlife Refuge Manager		\$62.13		\$62.13
2	Tessa Johrendt (FWS Wildlife Biologist)		\$30.49		\$30.49
3	Marc Pratt (USDA Wildlife Biologist)		\$42.91		\$42.9
4	Spencer Atkinson (USDA Wildlife Biologist)		\$30.49		\$30.49
5	Chris Gill (Non Federal Employee-Biologist)				\$0.00
6					\$0.00
7					\$0.00
8					\$0.00
9					\$0.00
10					\$0.00
11			1.		\$0.00
12					\$0.00
13					\$0.00
14					\$0.00
15					\$0.00
16					\$0.00
17					\$0.00
18					\$0.00
19					\$0.00
OT	AL Hours Cost of All Required Travelers:				\$166.02

В.	COST	COMPARISON:	

	COST COMPARISON.			
1.	Commercial Airline Costs to meet the required TDS locations &			
	times.			
	a. Individual commercial ticket cost times the number of required	Ticket price:	0.00	
	travelers.	# of travelers:		\$0.00
	b. Cost of total duty hours away from office or regular duty station to	# of hours:		
	meet the commercial airline schedule.	# of travelers:		\$0.00
	c. Cost of required per diem and ground transportation.	ground trans:	0.00	
	e, cost of required per diem and ground transportation.	per diem rate:	\$0.00	
			\$0.00	\$0.00
		# of travelers:		\$0.00
			-	

TOTAL Cost by commercial transportation

Page 1 of 3

	nost cost-effective method is chosen.)
	Team from Anchorage to St. Paul Island to research and eradicate a
	sts of all neccassary personnel including a non-federal employee whom is
	DOI Fleet are not available options to accomodate the short notice.
request. A charter option is available.	
	2
D. GENERAL APPROVAL REQUIREME	ENTS FOR TRAVEL ON GOVERNMENT AIRCRAFT:
Print name of designated approving official	Signature Date
E CRECIAL APPROVAL REQUIREMEN	NTS FOR REQUIRED LISE TRAVEL.
E. SPECIAL APPROVAL REQUIREMEN	NTS FOR REQUIRED USE TRAVEL:
	(See para. 11.b page 6 of OMB Circular A-125)
Print name of designated approving official	Signature Date
,,,	1
F	
	NTS FOR USE OF GOVERNMENT AIRCRAFT FOR
TRAVEL BY THE FOLLOWING CAT	EGORIES OF PEOPLE:
*	(See para, 11,e. page 7 of OMB Circular A-126 and para, A page 3-1 of
	OMB Bulletin No. 93-11
A) Coming Franchisco December Officials	
 Senior Executive Branch Officials Senior Federal Officials 	
Senior Federal Officials Members of Families of Senior Executive	ve Branch and Senior Federal Officals
4) Non-Federal travelers	ve branchand Serilor Federal Officials
Thomas de la	
	' \ / \
	1
Print name of designated approving official	Signature Date
Page 3 of 3	

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OFFICE OF THE SOLICITOR CORRESPONDENCE BACKGROUND FORM

Date: September 24, 2018

Nature and Significance of Document: Request for approval of use of charter aircraft service for official travel on October 22- November1, 2018, weather permitting, of two senior DOI officials (Scott Angelle, BSEE Director; Mark Fesmire, BSEE Regional Director) and five other DOI officials (Michael Haller, Community/Tribal Liaison, BOEM; William Ingersoll, Supervisory Petroleum Engineer; Jack Lorrigan, Community/Tribal Liaison, BSEE; Bryce Beard, Chief of Staff, BSEE) from Fairbanks, AK, to various locations in the North Slope of Alaska (see attached itinerary), and back. The purpose of this travel is NEPA consultations with Alaska native communities.

Background: Advance approval/disapproval by the Solicitor or Deputy Solicitor is required by 41 C.F.R. Parts 301-10 and 301-70, and OMB Circular A-126 for travel on other-than-commercial airlines by officials at SES level and above and for all nonfederal individuals who are traveling either for official DOI business or on a "space available" basis. The standards for approving official travel vary according to the category of travel: to meet mission requirements; "required use" travel (extraordinary security, communications, or scheduling needs); or other travel for the conduct of DOI business.

The trip documented on the attached form is ordinary ("other") official travel because it involves transportation that is neither to meet mission requirements nor "required use" travel. As such, the use of DOI or charter aircraft may be authorized only when: 1) no commercial service is reasonably available to meet the scheduling or operational needs of the trip; or 2) the actual cost of charter aircraft is not more than commercial service. Reasonable availability is defined as "able to meet your departure and/or arrival requirements within a 24-hour period, unless you demonstrate that extraordinary circumstances require a shorter period." 41 C.F.R. § 301-10.261(a)(1).

As the attached OAS-110 indicates, the commercial aircraft and DOI aircraft service are not available to meet the operational and scheduling needs of the travel. The cost of charter aircraft service, including total duty hours away over eight days is \$80,000. Because use of charter aircraft is the only means of meeting the operational and scheduling needs of this trip, this travel may be approved.

Your approval of this travel is requested. The applicable criteria are met for approval of this travel. **PLEASE INDICATE YOUR APPROVAL ON THE ATTACHED OAS-110 FORM.**

Contact and telephone number:

Jennifer Heindl 202-208-7094

Surname

Due Date: ASAP

Tim Murphy Mughy 10/2/18

TRAVEL COST ANALYSIS

Justification for use of a Government aircraft for travel:

i.e., tiedown fees, overnight parking, et.

A.	BASIC DATA:
A.	DASIC DATA.

Location				attached		
	Fairbanks	Date _	10/22/2018	Hours required to be on site	10:00	a to [1:00 p
Location	Nuiqsut	Date _	10/23/2018	Hours required to be on site	11:00a	to [1:00 p
Location	Utqiagvik	Date _	10/24/2018	Hours required to be on site	11:00	a to 11:00 p
Location	Kaktovik	Date _	10/25/2018	Hours required to be on site	11:00a	to 10:00 p
Location	Kotzebue	Date	10/29/2018	Hours required to be on site		to
Location	Point Lay	Date _	10/30/2018	Hours required to be on site	11:00	
Location Location	Point Hope Wainwright	Date Date	10/31/2018 11/1/2018	Hours required to be on site Hours required to be on site	11:00 11:00a	NORTH TRANSPORT OF THE ORIGINAL PROPERTY.
Boomion		_				
anifest (only	persons required to be at TDS): Name			Hourly Salary		
ichael Haller	Community/Tribal Liaison (BOE	EM)			Annual Colons	1 2097 hours y 1 20 -
illiam Ingerso		(BOEM))		Hourly Salary	+ 2087 hours x 1,20 =
lark Fesmire	Regional Director (BSEE)				Hourty Salaty	Nato
ick Lorrigan	Community/Tribal Liaison (BSE	E)			NOTE: 1.20 cc	overs average Fringe
ryce Barlan	Regulatory Analyst (BSEE)					ement, Health & Life
eston Beard	Chief of Staff, (BSEE)					licare, other Fringes.
ott Angelle	Director BSEE					not include COLA;
OTAL Hours	Cost of All Required Travelers		\$		for Alaska-base additional .25.	ed employees, add an
	COMPARISON:	I TENE I		inue on attached sheet if needed)		Nat Assistable
	ercial Airline Costs to meet the required				ired travelers.	Not Available
Cost of to	tal duty hours away from office or regul			mmercial airline schedule.		W
•	Cost of required per diem and ground	transport	ation,			
	TOTAL Continues and the continues of the					=
2. Lease	TOTAL Cost by commercial tran	rsportatio	n		5	S
	d, Contract, or Rental Aircraft.	nsportatio	n		5	S
1,		nsportatic	n		5	\$80,000
1,	d, Contract, or Rental Aircraft. Flight hours x flight hour costs Cost of total duty hours away from off	ice or reg	ular duty station		5	\$80,000
	d, Contract, or Rental Aircraft. Flight hours x flight hour costs	ice or reg	ular duty station		3	\$80,000
2,	d, Contract, or Rental Aircraft. Flight hours x flight hour costs Cost of total duty hours away from off	ice or reg transports	ular duty station	ate, i.e., standby charges, tiedown fee	s, overnight	\$80,000
2,	Cost of required per diem and ground any additional aircraft or crew costs	ice or reg transports ot includ	ular duty station ation ed in above hourly r	ate, i.e., standby charges, tiedown fee		\$80,000 \$80,000
2, 3, 4.	Cost of required per diem and ground any additional aircraft or crew costs n parking, extra crew, ctc.	transports of includ	gular duty station ation ed in above hourly ra al aircraft,			
2, 3, 4.	Cost of total duty hours away from off Cost of required per diem and ground the Any additional aircraft or crew costs in parking, extra crew, etc. TOTAL Cost by Lease, Contract	transports ot includ , or Rents	gular duty station ation ed in above hourly rank aircraft. Gessna Conquest		4	
2, 3, 4.	Cost of total duty hours away from off Cost of required per diem and ground Any additional aircraft or crew costs n parking, extra crew, ctc. TOTAL Cost by Lease, Contract Operated Aircraft – identify specific air	transports ot includ , or Rents craft:	gular duty station ation ed in above hourly rand aircraft. Cessna Conquest		4	\$ 80,000_
2, 3, 4.	Cost of total duty hours away from off Cost of required per diem and ground and additional aircraft or crew costs in parking, extra crew, etc. TOTAL Cost by Lease, Contract Operated Aircraft – identify specific air Flight hours required x variable flight	transports ot includ , or Rents craft: hour cost	gular duty station ation ed in above hourly rand aircraft. Cessna Conquest. gular duty station.		4	\$ 80,000_ \$ _
2, 3, 4.	Cost of total duty hours away from off Cost of required per diem and ground to Any additional aircraft or crew costs in parking, extra crew, etc. TOTAL Cost by Lease, Contract Operated Aircraft — identify specific air Flight hours required x variable flight to Cost of total duty hours away from off	transports of includ of or Rents craft: hour cost fice or reg transports at are not ttachmen	gular duty station ation ed in above hourly rand aircraft. Cessna Conquest gular duty station, ation. included in the above t B, if not included	re flight hour rate. Variable cost of cr	cw, as defined e pilot costs	\$ 80,000_ \$ _

	Commercial Lease, Contract or Rental - Contract Pilot/Crew						
	PurposeSee Attached memo and below						
	□ DOI FleetN# Pilot/Crew						
	Purpose						
RE	Purpose EMARKS: (Must be completed if other than most-cost-effective method is chosen.)						
	We will need to use commercial charter transportation due to the locations a proximity of dates in which pre-existing public hearings are scheduled. Con aircraft are unavailable due to flight restrictions. Due to the complex sched to fly to larger villages after daylight hours commercial aircraft are not pracavailable for our mission.	mmercial ule and need					
D.	GENERAL APPROVAL REQUIREMENTS FOR TRAVEL ON GOVERNMENT AIRCRAFT:						
E.	Print name of designated approving official Signature Date SPECIAL APPROVAL REQUIREMENTS FOR REQUIRED USE TRAVEL: (See paragraph 11.b. page 6 of OMB Circular A-126)						
	Print name of designated approving official Signature Date						
F,	(See paragraph 11.c. page 7 of OMB Circular A-126 and paragraph a., page 3-1 of OMB Bulletin No. 93-11)	GORIES OF PEOPLE					
	Senior Executive Branch Officials Senior Federal Officials						
	Senior Federal Officials Members of Families of Senior Executive Branch and Senior Federal Officials						
	4) Non-Federal travelers						
,	Print name of designated approving official Signature Date						

C. MOST COST EFFECTIVE METHOD:

Memorandum

To:

Jennifer Heindl, Office of the Solicitor

From:

Heather A. Blood, Program Management Officer

Subject:

Request for Permission for SES/Political Appointee to fly Charter

BSEE has scheduled the following Government to Government and Government to ANCSA meetings on the North Slope of Alaska.

October 22nd – Fairbanks October 23rd – Nuiqsut October 24th – Utqiagvik October 25th – Kaktovick

October 29th – Kotzebue October 30th – Point Lay October 31st – Point Hope November 1st – Kotzebue November 2nd - Wainwright

Government to Government and Government to ANCSA consultations are a requirement under the National Environmental Policy Act (NEPA) and Executive Order 13175 respectfully. We are requesting approval for Mr. Scott Angelle, Director of the Bureau of Safety and Environmental Enforcement in Washington, D.C. to fly via DOI, Office of Aviation Management, government charter aircraft to the aforementioned locations in rural/remote Alaska to attend and manage these scoping meetings.

Use of government charter aircraft, while initially is substantially more expensive in comparison to commercial airline travel, ultimately is the most cost effective and efficient manner to travel to these rural/remote communities for a number of reasons. It is a fact that commercial aircraft services to these Arctic communities, like any other commercial air service, are on a fixed time schedule that is largely inflexible. This means that a minimum one day delay for the entire team is incurred in any weather condition that is present during that time period when these planes must take off and land exceeds the aircraft's capabilities to safely depart and/or arrive. However, in these rural/remote communities it is not uncommon for multi-day delays. The frequent weather and mechanical delays associated with commercial aircraft flying to these destinations leaves the entire team of government officials in a rural/remote community-often for days. When this occurs, the mission is not accomplished and substantial additional lodging costs and other resource expenditures associated with rescheduling meetings and hearings are incurred. On multiple occasions the Alaska Region has experienced situations by which personnel traveling via commercial aircraft were stranded in remote Arctic

communities and forced to use government charter aircraft to extract them during erratic and extreme weather conditions. In summary, having the ability to fly out at a moment's notice when weather does clear is the most cost efficient manner to travel to these communities.

In addition to the aforementioned effectiveness and efficiency aspects, when we utilize government charter aircraft we don't take commercial aircraft seats that are needed at the last minute by community members often traveling to obtain medical or other important services that are only available elsewhere. By using government charter aircraft we avoid taking the seat needed for example, by and Inupiat mother with a sick child. Taking those seats and leaving community member stranded is a public relations concern worth avoiding.

Attachment

AMD110

OFFICE OF THE SOLICITOR CORRESPONDENCE BACKGROUND FORM

Date: October 2, 2018

Nature and Significance of Document: Request for approval of use of charter aircraft service for official travel on October 2, 2018, weather permitting, of four non-SES DOI officials (Ted Murphy, Acting Director, AK, BLM; Steve Beredzen, Refuge Manager, FWS; Nicole Hayes, Legacy Well Coordinator, BLM; Joe Keeney, Archeologist, BLM) and one non-federal individual (Jake Anders, Contractor) to and from Artic Village, Alaska. The purpose of this travel is attendance at government to government consultations with native Alaskans.

Background: Advance approval/disapproval by the Solicitor or Deputy Solicitor is required by 41 C.F.R. Parts 301-10 and 301-70, and OMB Circular A-126 for travel on other-than-commercial airlines by officials at SES level and above and for all nonfederal individuals who are traveling either for official DOI business or on a "space available" basis. The standards for approving official travel vary according to the category of travel: to meet mission requirements; "required use" travel (extraordinary security, communications, or scheduling needs); or other travel for the conduct of DOI business.

The trip documented on the attached form is ordinary ("other") official travel because it involves transportation that is neither to meet mission requirements nor "required use" travel. As such, the use of DOI or charter aircraft may be authorized only when: 1) no commercial service is reasonably available to meet the scheduling or operational needs of the trip; or 2) the actual cost of charter aircraft is not more than commercial service. Reasonable availability is defined as "able to meet your departure and/or arrival requirements within a 24-hour period, unless you demonstrate that extraordinary circumstances require a shorter period." 41 C.F.R. § 301-10.261(a)(1).

As the attached OAS-110 indicates, the commercial aircraft and DOI aircraft service are not available to meet the operational and scheduling needs of the travel. The cost of charter aircraft service, including total duty hours away over eight days is \$11,042. Because use of charter aircraft is the only means of meeting the operational and scheduling needs of this trip, this travel may be approved.

Your approval of this travel is requested. The applicable criteria are met for approval of this travel. **PLEASE INDICATE YOUR APPROVAL ON THE ATTACHED OAS-110 FORM.**

 ${\bf Contact\ and\ telephone\ number:}$

Jennifer Heindl 202-208-7094

Surname

Due Date: ASAP

Tim Murphy Mug My 10/2/18



Caminiti, Mariagrazia <marigrace.caminiti@sol.doi.gov>

Re: OAS_110

1 message

Daniel Jorjani <daniel.jorjani@sol.doi.gov>

Tue, Oct 2, 2018 at 2:36 PM

To: "Heindl, Jennifer" <jennifer.heindl@sol.doi.gov>

Cc: "Palmatier, Jerrid" <jpalmati@blm.gov>, "Caminiti, Mariagrazia" <marigrace.caminiti@sol.doi.gov>

Ok



Daniel H. Jorjani
Principal Deputy Solicitor
Department of the Interior
Main Interior Building
'202-219-3861 (Voice)

202-706-9018 (Cell)

daniel.jorjani@sol.doi.gov

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Sent from my iPhone

On Oct 2, 2018, at 2:28 PM, Heindl, Jennifer < jennifer.heindl@sol.doi.gov> wrote:

Hi Dan,

Alaska has a last minute OAS-110 they really need sign off on. The charter flight is and up and back to Arctic village with BLM and FWS non-SES officials, and one added contractor (hence the need for the OAS-110). The purpose is gov to gov consultation with Alaska natives. There are no commercial or DOI options that will meet the scheduling and operational needs of the flight which will cost \$11,000. Could we possibly get a verbal OK from you, and Mary Grace can sign in your name? Please let me know if you need more information.

Thanks very much, Jennifer

Jennifer A. Heindl

Attorney Advisor

Office of the Solicitor

Division of General Law

Branch of General Legal Services

Voice: 202-208-7094

Fax: 202-219-1790

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TRAVEL COST ANALYSIS

Justification for use of a Government aircraft for travel:

Α	BASI	0	DΔ	TA.
Α.	DMO		-	

Dates and time of required time(s) at Temporary Duty Station (TDS):

	A STATE OF THE STA			Hours required	2 10 to 1 10 to		
Location	Arctic Village, AK	Date	10/2/2018	to be on site	10:30 AM	to	4:30 PM
	-			Hours required			
Location		Date		to be on site		to	
		_		lours required			
Location		Date		to be on site		to	
				Hours required -			
Location		Date		to be on site		to	
	-			Hours required -			
Location		Date		to be on site		to	
				-		_	

Manifest (only persons required to be at TDS):

		Annual	Hourly	Enter Y if AK employee;	Total Hourly
	Name of Individual	Salary	Salary	leave blank if not	Salary
1	Ted Murphy (Alaska BLM Acting State Director)		\$75.23		\$75.23
2	Steve Beredzen (FWS Refuge Manager)		\$62.13		\$62.13
3	Nicole Hayes (BLM Legacy Well Coordinator)		\$62.13		\$62.13
4	Joe Keeney (BLM Archaeologist)		\$37.97		\$37.97
5	Jake Anders (Contractor/Non Federal)		\$0.00		\$0.00
6			\$0.00		\$0.00
7			\$0.00		\$0.00
8			\$0.00		\$0.00
9			\$0.00		\$0.00
10			\$0.00		\$0.00
11			\$0.00		\$0.00
12			\$0.00		\$0.00
13			\$0.00		\$0.00
14			\$0.00		\$0.00
15			\$0.00		\$0.00
16			\$0.00		\$0.00
17			\$0.00		\$0.00
18			\$0.00		\$0.00
19			\$0.00		\$0.00
	AL Hours Cost of All Required Travelers:		70.00		\$237.46

В.	COST COMPARISON:
1.	Commercial Airline Costs to meet the required TDS loca

0 times			
& times. a. Individual commercial ticket cost times the number of required travelers.	Ticket price: # of travelers:		\$0.00
b. Cost of total duty hours away from office or regular duty station to meet the commercial airline schedule.	# of hours: # of travelers:		\$0.00
c. Cost of required per diem and ground transportation.	ground trans: per diem rate: # of travelers:	\$0.00	\$0.00

TOTAL Cost by commercial transportation \$0.00

remarks

Page 1 of 3

REMARKS: (Must be completed if other than most cost-		
The purpose of this flight is to get all listed passengers to A	rctic Village, Alaska to attend an enviornmental p	lanning
meeting through government to government consultation. There aren't any fleet aircraft available to accomplish this meeting through the second secon	ingion and there are no commercial flights availa	hla ta Aratia
Village to meet the meeting times.	ission and there are no commercial liights availa	DIE IO AICIIC
and the same of th		
	2	
D. GENERAL APPROVAL REQUIREMENTS FO	OR TRAVEL ON GOVERNMENT AIRCR	AFT:
Print name of designated approving official	Signature Date	ie
E. SPECIAL APPROVAL REQUIREMENTS FO	D DECLIDED LISE TDAVEL.	
E. SPECIAL APPROVAL REQUIREMENTS FO	(See para. 11.b page 6 of OMB Circular A	-125)
	(occ paral the page of one of one	120)
	-	100
Print name of designated approving official	Signature Dat	e
F.		
SPECIAL APPROVAL REQUIREMENTS FO		OR
TRAVEL BY THE FOLLOWING CATEGORIE		
	(See para, 11.e. page 7 of OMB Circular A-126 and para, A OMB Bulletin No. 93-11	page 3-1 of
	OMB Bulletin No. 93-11	
1) Senior Executive Branch Officials		
2) Senior Federal Officials		
Members of Families of Senior Executive Branch	and Senior Federal Officials	
4) Non-Federal travelers		
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115.	2	2018
paniel H. Jonani	1 gyps XI Im	
Print name of designated approving official	Signature	te
Page 3 of 3	1 1/ / Me	
	_	

j - v - × - × -



Heindl, Jennifer <jennifer.heindl@sol.doi.gov>

OAS-110 for tomorrow

1 message

Palmatier, Jerrid <ipalmati@blm.gov>

1 October 2018 at 19:27

To: Jennifer Heindl < jennifer.heindl@sol.doi.gov>

Cc: Timothy Murphy <timothy.murphy@sol.doi.gov>

Hello Jennifer,

I do apologize for yet another quick turnaround approval. I originally thought we only had government personnel on this flight but one passenger turned out to be a non-federal employee. Please see attachment.

Thanks

Jerrid Palmatier Dispatch Supervisor/Flight Management Specialist Anchorage Interagency Dispatch Center Bureau of Land Management 4700 BLM Road Anchorage, AK 99507 (ph) 907-267-1243 (cell) 907-223-2644 (fax) 907-267-1359



SES AMD 110 BLM 10-2-18.pdf 39K

TRAVEL COST ANALYSIS

Justification for use of Government aircraft for travel:

A. BASIC DATA:

	time of required times(s		ty Station(s) (TDS):	1 . 08	00 4 1450
		Date_10/16/18	Hours Required to		
Service and the service of the servi		Date	Hours Required to		
Location_		Date	Hours Required to	be on site	to
Eric Mo Jackie k Rita Cu Chet Mi	Cilroy House Stall	BSEE \$ 45.9	Note: 1.20 covers Benefits. Retir Insurance. Me does not include employees. Add	ers average Fri rement. Health	nge & Life ringes. The 1.20 laska-based
	(Co	ontinue on attached	sheet if needed)		
1. <u>Co</u>	OMPARISON: mmercial Airline Costs to ividual ticket cost x # of recost of total duty hours to meet commercial airling Cost of required per die	equired travelers. s away from office of the schedule.	r regular duty static		
ТО	TAL Cost by commercia			\$N/	4
2. <u>Lea</u>	ased, Contract, or Renta	al Aircraft.			
1.	Flight Hours x flight h			\$2,1	08.00
	Cost of total duty hour station.			ii-	
	Cost of required per die	-			
4.	Any additional aircraft hourly rate, i.e., standle parking, extra Crew, ex	by charges, tie dow		12	
ТО	TAL Cost by Lease, Con	tract, or Rental Air	rcraft.	\$	08.00
3. <u>DO</u>	I Operated Aircraft – ide	entify specific aircr	aft:		
•	Flight hours required x	variable flight hou	ır cost.	\$	
•	Cost of total duty hours station.			3	
•	Cost of required per die		_	-	
•	Any additional costs to above flight hour rate. Y 1 of OMB Circular A-12 flight hour rate. (Do not the Government official the TDY location.)	Variable cost of cre 26. Attachment B, i t include pilot costs	w, as defined on pag f not included in the s here if pilot is one	ge e of	
•	Fuel costs, if not includ additional aircraft costs tie down fees, overnight	s not in the above f	,		
TO	TAL Cost by DOI Fleet	\$N	A		

Senior Federal Travel Form (See Instructions on Reverse)

Interagency Report Control Form

	(See Ins	tructions on	Reverse)						0322-GSA-	AN	
				Ą	gency (Conta	ct Data	а			
1. Department/Agency DOI / BSEE						2. Bureau/Office/Service BSEE Camarillo					
3a, Contact Na							ontact T	177			
Chet Miller 3c, Contact Pho								ax Number	nal Aviation	Manager	
805384-6						30.0	OI RACE I	ax Number			
000 0010	,,,,,				Airc	raft Da	ata				
4 Aircraft Regis	stration Number							rial Number			
N67AC	otration (various					017.111	0.0.0	Tial Trambo.			
6. Aircraft Make	e/Model					7. Pu	rpose of	Flight		8. Flight Number	
Bell 407						Insp	pection	n			
9, Variable Cos	st per hour: 1,0	54.00				10. C	harter C	Quote;			
				Fli	ght Le	gs an	d Date	s			
Dept Leg	1	2	3		4		5	6	7	8	9
11a. Icao	СМА	Ellen									
11b. Date	10/16/2018	10/16/2018									
11c. Time	0800	1300									
Arrival Leg	1	2	3		4		5	6	7	8	9
11d. Icao	Ellen	СМА								1	
11e. Date	10/16/2018	10/16/2018									
11f. Time	0900	1400									
12. Hours	1	1									
13. Pax No.	4	4									
					Passe	nger	Data				
14,	Passenger Nam	ne	15. Pax Dept/	16.	17.	18.	Legs		19. Costs		20. Reimburse
La	ıst	First	Agency	Status	17, Purp of Travl	On	Off	19a. Govt	19b, Charter	19c. Carrier	Amount
Miller		Chet	BSEE			_1	2				
Modrow		Eric	BSEE			1_	2				
Kilroy		Jackie	HAIS			1	2				
Culp		Rita	HAIS			1	2				
					4						L
				£							

Date: October 9, 2018

Egic =

Nature and Significance of Document: Request for approval of charter aircraft service for official travel on October 16, 2018 two non-SES DOI officials (Chet Miller, BSEE POCS Inspector, Rita Culp, BSEE POCS Inspector), and two non-Executive branch federal officials (Eric Modrowand Jackie Kilroy, both House Interior Appropriations Sub-committee staff) from Camarillo, CA to Platform Ellen and back. The purpose of this travel is to orient Congressional staff to offshore facilities and familiarize them with inspection operations.

Background: Advance approval/disapproval by the Solicitor or Deputy Solicitor is required by 41 C.F.R. Parts 301-10 and 301-70, and OMB Circular A-126 for travel on other-than-commercial airlines by officials at SES level and above and for all non-federal individuals who are traveling either for official DOI business or on a "space available" basis. The standards for approving official travel vary according to the category of travel: to meet mission requirements; "required use" travel (extraordinary security, communications, or scheduling needs); or other travel for the conduct of DOI business.

The trip documented on the attached form is ordinary ("other") official travel because it involves transportation that is neither to meet mission requirements nor "required use" travel. As such, the use of DOI or charter aircraft may be authorized only when: 1) no commercial service is reasonably available to meet the scheduling or operational needs of the trip; or 2) the actual cost of charter aircraft is not more than commercial service. Reasonable availability is defined as "able to meet your departure and/or arrival requirements within a 24-hour period, unless you demonstrate that extraordinary circumstances require a shorter period." 41 C.F.R. § 301-10.261(a)(1).

As the attached OAS-110 indicates, commercial and DOI aircraft service are not available for this travel. Charter aircraft service, not including the cost of total duty hours away, is \$2,108. Because the use of charter aircraft service is the only means of meeting the operational and scheduling needs of this trip, this travel may be approved.

Your approval of this travel is requested. The applicable criteria are met for approval of this travel. **PLEASE INDICATE YOUR APPROVAL ON THE ATTACHED OAS-110 FORM.**

Contact and telephone number:

Jennifer Heindl 202-208-7094

Surname

Due Date: ASAP

Tim Murphy Muphy 10/11/18

Date: November 20, 2018

Nature and Significance of Document: Request for approval of <u>DOI aircraft service</u> for official travel on or about November 26-27, 2018, weather permitting, of one non-agency official (Sara Wolman, contractor for FWS) from Anchorage, AK, to Pilot Point, AK and back. The purpose of this travel is migratory bird calendar educational curriculum implementation in the local school.

Background: Advance approval/disapproval by the Solicitor or Deputy Solicitor is required by 41 C.F.R. Parts 301-10 and 301-70, and OMB Circular A-126 for travel on other-than-commercial airlines by officials at SES level and above and for all non-federal individuals who are traveling either for official DOI business or on a "space available" basis. The standards for approving official travel vary according to the category of travel: to meet mission requirements; "required use" travel (extraordinary security, communications, or scheduling needs); or other travel for the conduct of DOI business.

The trip documented on the attached form is ordinary ("other") official travel because it involves transportation that is neither to meet mission requirements nor "required use" travel. As such, the use of DOI or charter aircraft may be authorized only when: 1) no commercial service is reasonably available to meet the scheduling or operational needs of the trip; or 2) the actual cost of charter aircraft is not more than commercial service. Reasonable availability is defined as "able to meet your departure and/or arrival requirements within a 24-hour period, unless you demonstrate that extraordinary circumstances require a shorter period." 41 C.F.R. § 301-10.261(a)(1). Commercial aircraft service is not available because travel includes aerial tours.

As the attached OAS-110 indicates, commercial aircraft service including total duty hours away, is \$1,819. Charter aircraft service, including total duty hours away, is \$1,961. DOI aircraft service, including total duty hours away, is \$1,340. Because use of DOI aircraft service is the most cost effective means of meeting the operational and scheduling needs of this trip, this travel may be approved.

Your approval of this cost comparison is requested. The applicable criteria are met for approval of this travel. **PLEASE INDICATE YOUR APPROVAL ON THE ATTACHED OAS-110 FORM.**

Contact and telephone number: Jennifer Heindl, 202-208-7094

Surname

Due Date: ASAP

Tim Murphy //20/18

OAS-110 (12/12)

TRAVEL COST ANALYSIS

Justification for use of a Government aircraft for travel:

A. <u>BA</u>	SIC DATA:				
	s and time of required time(s) at Temporary	Duty Station(s) (TDS):		7am	to 3pm
Loca	1 411	Date	Hours required to be on site	-	
Loca	Pilot Point AL	Date 11/27/2018	Hours required to be on site	7am	to 3pm
Loca	ation	Date	Hours required to be on site	-	to
Manifest	only persons required to be at TDS):				
	Name		Hourly Salary		
Sara	Nolman - Contractor	_v		Annual Salar Hourly Salar	y ÷ 2087 hours x 1.20 = y Rate
					covers average Fringe
		_		Insurance, M	irement, Health & Life edicare, other Fringes.
		_		for Alaska-ba	s not include COLA; ased employees, add the
TOTAL F	Iours Cost of All Required Travelers	\$		applicable ad	ditional %.
		(Contin	nue on attached sheet if needed)		
B. <u>CO</u>	ST COMPARISON:		*.		4445
1. 🤇	ommercial Airline Costs to meet the require	ed TDS locations and times. Inc	lividual ticket cost x number of requi	red travelers.	s 1115
	Cost of total duty hours away from or	ffice or regular duty station to m	neet the commercial airline schedule.		703.68
	Cost of required per diem and ground	d transportation.			0
	TOTAL Cost by commercial tra	ansportation			s 1818.68
2.	Leased, Contract, or Rental Aircraft.				
	Flight hours x flight hour costs				_s 1433.60
		CC as an assulan dutu station			527.76
	Cost of total duty hours away from or	ffice or regular duty station			0
	Cost of required per diem and ground	d transportation			
	 Any additional aircraft or crew costs parking, extra crew, etc. 	not included in above hourly ra	te, i.e., standby charges, tiedown fees	, overnight	0
	TOTAL Cost by Lease, Contract		9		s 1961.36
3.]	OOI -Operated Aircraft - identify specific a	ircraft: 706M			
	Flight hours required x variable flight	t hour cost.			s \$812
	Cost of total duty hours away from or	ffice or regular duty station.			527.76
	Cost of required per diem and ground	d transportation.			0
	Any additional costs to be incurred the	hat are not included in the above	flight hour rate. Variable cost of cre	ew, as defined	0
	on page 1 of OMB Circular A-126, here if the pilot is one of the Government	Attachment B, if not included it	n the flight hour rate. (Do not include	e pilot costs	
	Fuel costs, if not included in above fi	•	•		0
	i.e., tiedown fees, overnight parking,		and an end of the second region in	our rate,	4000 ==
	TOTAL COST by DOL Fleet at	ireraft			1339.76

Date: December 7, 2018

Nature and Significance of Document: Request for approval of use of charter aircraft service for official travel on December 11-13, 2018, weather permitting, of five DOI officials (Steve Wackowski, Senior Advisor to the Secretary, Alaska Affairs; Stephanie Rice, Planning and Environmental Coordination, BLM AK; Shelly Jones, Arctic District Office Manager, BLM; Lisa Gleason, Public Affairs Specialist, BLM; Sara Longan, North Slope Science Initiative Director, BLM) and one non-DOI official (Christina Hendrickson, State of Alaska) of from Anchorage, AK, to Atqasuk and Anaktuvik Pass, AK, and back. The purpose of this travel is public meetings of energy development.

Background: Advance approval/disapproval by the Solicitor or Deputy Solicitor is required by 41 C.F.R. Parts 301-10 and 301-70, and OMB Circular A-126 for travel on other-than-commercial airlines by officials at SES level and above and for all non-federal individuals who are traveling either for official DOI business or on a "space available" basis. The standards for approving official travel vary according to the category of travel: to meet mission requirements; "required use" travel (extraordinary security, communications, or scheduling needs); or other travel for the conduct of DOI business.

The trip documented on the attached form is ordinary ("other") official travel because it involves transportation that is neither to meet mission requirements nor "required use" travel. As such, the use of DOI or charter aircraft may be authorized only when: 1) no commercial service is reasonably available to meet the scheduling or operational needs of the trip; or 2) the actual cost of charter aircraft is not more than commercial service. Reasonable availability is defined as "able to meet your departure and/or arrival requirements within a 24-hour period, unless you demonstrate that extraordinary circumstances require a shorter period." 41 C.F.R. § 301-10.261(a)(1).

As the attached OAS-110 indicates, commercial and DOI aircraft service are not available to meet the operational and scheduling needs of this travel. The cost of charter aircraft service, including total duty hours away, is \$21,145. Because charter aircraft service is the only means of meeting the operational and scheduling needs of this trip, this travel may be approved.

Your approval of this travel is requested. The applicable criteria are met for approval of this travel. **PLEASE INDICATE YOUR APPROVAL ON THE ATTACHED OAS-110 FORM.**

Contact and telephone number: Jennifer Heindl 202-208-7094

Surname

Due Date: ASAP

Tim Murphy Mughy 12/10/18

TRAVEL COST ANALYSIS

Justification for use of a Government aircraft for travel:

A. BASIC DATA:

Dates and time of required time(s) at Temporary Duty Station (TDS):

Location	Atqasuk, AK	Date	12/11-12/12 to be on site 10:00AM	to	1:00PM
Location	Anaktuvik Pass, AK	Date	12/12-12/13 Hours required to be on site 1:00PM	to	11:00AM
Location		Date	Hours required to be on site	to	
Location		Date	Hours required to be on site	to	
Location		Date	Hours required to be on site	to	

Manifest (only persons required to be at TDS):

		Annual	Hourly	Enter Y if AK employee;	Total Hourly
	Name of Individual	Salary	Salary	leave blank if not	Salary
1	Steve Wackowski (Sen Adv. Sec AK Affairs)		\$73.68		\$73.68
2	Stephanie Rice (Planning & Enviorn Coordinator)	100	\$39.01		\$39.01
3	Shelly Jones (Arctic Dist. Office Manager)		\$57.22		\$57.22
4	Sara Longan (North Slope Executive Director)	ience Init	\$58.48		\$58.48
5	Lisa Gleason (Public Affairs Specialist)		\$38.00		\$38.00
6	Christina Hendrickson (State of AK Employee)	-son-fed	\$0.00		\$0.00
7			\$0.00		\$0.00
8			\$0.00		\$0.00
9	×		\$0.00		\$0.00
10			\$0.00		\$0.00
11			\$0.00		\$0.00
12			\$0.00		\$0.00
13			\$0.00		\$0.00
14			\$0.00		\$0.00
15			\$0.00		\$0.00
16			\$0.00		\$0.00
17			\$0.00		\$0.00
18			\$0.00		\$0.00
19			\$0.00		\$0.00
TOT	AL Hours Cost of All Required Travelers:				\$266.39

B. COST COMPARISON:

1.	Commercial Airline Costs to meet the required TDS locations			
	& times.			
	 a. Individual commercial ticket cost times the number of required 	Ticket price:		
	travelers.	# of travelers:		\$0.00
	 b. Cost of total duty hours away from office or regular duty station to meet the commercial airline schedule. 	# of hours: # of travelers:		\$0.00
	c. Cost of required per diem and ground transportation.	ground trans: per diem rate:	0.00 \$0.00	
		# of travelers:		\$0.00

TOTAL Cost by commercial transportation \$0.00

MA see cemarks

Bun-

Decision to utilize charter is based on there not being specified villages to make the scheduled meeting time		
this mission .The purpose of this trip is to is to delive		
public community meetings regarding energy develo		
D. GENERAL APPROVAL REQUIREMEN	ITS FOR TRAVEL ON GOVERNME	NT AIRCRAFT:
D. <u>GENERAL APPROVAL REQUIREMEN</u>	ITS FOR TRAVEL ON GOVERNME	NT AIRCRAFT:
D. GENERAL APPROVAL REQUIREMEN	ITS FOR TRAVEL ON GOVERNME	NT AIRCRAFT:
D. <u>GENERAL APPROVAL REQUIREMEN</u>	ITS FOR TRAVEL ON GOVERNME	NT AIRCRAFT:
	ITS FOR TRAVEL ON GOVERNME	NT AIRCRAFT:
Print name of designated approving official	Signature	
	Signature	
Print name of designated approving official	Signature	Date
Print name of designated approving official	Signature TS FOR REQUIRED USE TRAVEL:	Date
Print name of designated approving official	Signature TS FOR REQUIRED USE TRAVEL:	Date
Print name of designated approving official E. SPECIAL APPROVAL REQUIREMENT	Signature TS FOR REQUIRED USE TRAVEL: (See para. 11.b page 6 of	Date OMB Circular A-125)
Print name of designated approving official	Signature TS FOR REQUIRED USE TRAVEL:	Date
Print name of designated approving official E. SPECIAL APPROVAL REQUIREMENT Print name of designated approving official	Signature TS FOR REQUIRED USE TRAVEL: (See para. 11.b page 6 of Signature	Date OMB Circular A-125) Date
Print name of designated approving official E. SPECIAL APPROVAL REQUIREMENT Print name of designated approving official F. SPECIAL APPROVAL REQUIREMENT	Signature TS FOR REQUIRED USE TRAVEL: (See para. 11.b page 6 of Signature	OMB Circular A-125) Date
Print name of designated approving official E. SPECIAL APPROVAL REQUIREMENT Print name of designated approving official	Signature TS FOR REQUIRED USE TRAVEL: (See para. 11.b page 6 of Signature	Date OMB Circular A-125) Date
Print name of designated approving official E. SPECIAL APPROVAL REQUIREMENT Print name of designated approving official F. SPECIAL APPROVAL REQUIREMENT	Signature TS FOR REQUIRED USE TRAVEL: (See para. 11.b page 6 of Signature	Date OMB Circular A-125) Date RCRAFT FOR
Print name of designated approving official E. SPECIAL APPROVAL REQUIREMENT Print name of designated approving official F. SPECIAL APPROVAL REQUIREMENT	Signature TS FOR REQUIRED USE TRAVEL: (See para. 11.b page 6 of Signature TS FOR USE OF GOVERNMENT ALGORIES OF PEOPLE:	Date OMB Circular A-125) Date RCRAFT FOR
Print name of designated approving official E. SPECIAL APPROVAL REQUIREMENT Print name of designated approving official F. SPECIAL APPROVAL REQUIREMENT TRAVEL BY THE FOLLOWING CATEO	Signature TS FOR REQUIRED USE TRAVEL: (See para. 11.b page 6 of Signature TS FOR USE OF GOVERNMENT All GORIES OF PEOPLE: (See para. 11.e. page 7 of OMB Circular A-	Date OMB Circular A-125) Date RCRAFT FOR
Print name of designated approving official E. SPECIAL APPROVAL REQUIREMENT Print name of designated approving official F. SPECIAL APPROVAL REQUIREMENT TRAVEL BY THE FOLLOWING CATEO 1) Senior Executive Branch Officials	Signature TS FOR REQUIRED USE TRAVEL: (See para. 11.b page 6 of Signature TS FOR USE OF GOVERNMENT All GORIES OF PEOPLE: (See para. 11.e. page 7 of OMB Circular A-	Date OMB Circular A-125) Date RCRAFT FOR
Print name of designated approving official E. SPECIAL APPROVAL REQUIREMENT Print name of designated approving official F. SPECIAL APPROVAL REQUIREMENT TRAVEL BY THE FOLLOWING CATE 1) Senior Executive Branch Officials 2) Senior Federal Officials	Signature TS FOR REQUIRED USE TRAVEL: (See para. 11.b page 6 of Signature TS FOR USE OF GOVERNMENT AI GORIES OF PEOPLE: (See para. 11.e. page 7 of OMB Circular A-OMB Bulletin No. 93-11	Date OMB Circular A-125) Date RCRAFT FOR
Print name of designated approving official E. SPECIAL APPROVAL REQUIREMENT Print name of designated approving official F. SPECIAL APPROVAL REQUIREMENT TRAVEL BY THE FOLLOWING CATEO 1) Senior Executive Branch Officials 2) Senior Federal Officials 3) Members of Families of Senior Executive II	Signature TS FOR REQUIRED USE TRAVEL: (See para. 11.b page 6 of Signature TS FOR USE OF GOVERNMENT AI GORIES OF PEOPLE: (See para. 11.e. page 7 of OMB Circular A-OMB Bulletin No. 93-11	Date OMB Circular A-125) Date RCRAFT FOR
Print name of designated approving official E. SPECIAL APPROVAL REQUIREMENT Print name of designated approving official F. SPECIAL APPROVAL REQUIREMENT TRAVEL BY THE FOLLOWING CATE 1) Senior Executive Branch Officials 2) Senior Federal Officials	Signature TS FOR REQUIRED USE TRAVEL: (See para. 11.b page 6 of Signature TS FOR USE OF GOVERNMENT AI GORIES OF PEOPLE: (See para. 11.e. page 7 of OMB Circular A-OMB Bulletin No. 93-11	Date OMB Circular A-125) Date RCRAFT FOR
Print name of designated approving official E. SPECIAL APPROVAL REQUIREMENT Print name of designated approving official F. SPECIAL APPROVAL REQUIREMENT TRAVEL BY THE FOLLOWING CATEO 1) Senior Executive Branch Officials 2) Senior Federal Officials 3) Members of Families of Senior Executive II	Signature TS FOR REQUIRED USE TRAVEL: (See para. 11.b page 6 of Signature TS FOR USE OF GOVERNMENT AI GORIES OF PEOPLE: (See para. 11.e. page 7 of OMB Circular A-OMB Bulletin No. 93-11	Date OMB Circular A-125) Date RCRAFT FOR
Print name of designated approving official E. SPECIAL APPROVAL REQUIREMENT Print name of designated approving official F. SPECIAL APPROVAL REQUIREMENT TRAVEL BY THE FOLLOWING CATEO 1) Senior Executive Branch Officials 2) Senior Federal Officials 3) Members of Families of Senior Executive II	Signature TS FOR REQUIRED USE TRAVEL: (See para. 11.b page 6 of Signature TS FOR USE OF GOVERNMENT AI GORIES OF PEOPLE: (See para. 11.e. page 7 of OMB Circular A-OMB Bulletin No. 93-11	Date OMB Circular A-125) Date RCRAFT FOR
Print name of designated approving official E. SPECIAL APPROVAL REQUIREMENT Print name of designated approving official F. SPECIAL APPROVAL REQUIREMENT TRAVEL BY THE FOLLOWING CATEO 1) Senior Executive Branch Officials 2) Senior Federal Officials 3) Members of Families of Senior Executive II	Signature TS FOR REQUIRED USE TRAVEL: (See para. 11.b page 6 of Signature TS FOR USE OF GOVERNMENT AI GORIES OF PEOPLE: (See para. 11.e. page 7 of OMB Circular A-OMB Bulletin No. 93-11	Date OMB Circular A-125) Date RCRAFT FOR
Print name of designated approving official E. SPECIAL APPROVAL REQUIREMENT Print name of designated approving official F. SPECIAL APPROVAL REQUIREMENT TRAVEL BY THE FOLLOWING CATEO 1) Senior Executive Branch Officials 2) Senior Federal Officials 3) Members of Families of Senior Executive II	Signature TS FOR REQUIRED USE TRAVEL: (See para. 11.b page 6 of Signature TS FOR USE OF GOVERNMENT AI GORIES OF PEOPLE: (See para. 11.e. page 7 of OMB Circular A-OMB Bulletin No. 93-11	Date OMB Circular A-125) Date RCRAFT FOR
Print name of designated approving official E. SPECIAL APPROVAL REQUIREMENT Print name of designated approving official SPECIAL APPROVAL REQUIREMENT TRAVEL BY THE FOLLOWING CATEO 1) Senior Executive Branch Officials 2) Senior Federal Officials 3) Members of Families of Senior Executive II Non-Federal travelers	Signature TS FOR REQUIRED USE TRAVEL: (See para. 11.b page 6 of Signature TS FOR USE OF GOVERNMENT AI GORIES OF PEOPLE: (See para. 11.e. page 7 of OMB Circular A- OMB Bulletin No. 93-11 Branch and Senior Federal Officials	Date OMB Circular A-125) Date RCRAFT FOR 126 and para. A page 3-1 of



Caminiti, Mariagrazia <marigrace.caminiti@sol.doi.gov>

Re: travel OAS 110 form for travel tomorrow in Alaska - BLM

1 message

Daniel Jorjani <daniel.jorjani@sol.doi.gov> To: "Caminiti, Mariagrazia" <marigrace.caminiti@sol.doi.gov> Mon, Dec 10, 2018 at 5:09 PM

Approved.



Daniel H. Jorjani Principal Deputy Solicitor Department of the Interior Main Interior Building ' 202-219-3861 (Voice)

9 202-706-9018 (Cell)

daniel.jorjani@sol.doi.gov

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Sent from my iPhone

On Dec 10, 2018, at 2:36 PM, Caminiti, Mariagrazia <marigrace.caminiti@sol.doi.gov> wrote:

travel to two villages in AK w/Steve Wackowski +5 (one non-fed St of AK employee) highlighted remarks: Decision to utilize charter is based on there not being commercial flight schedule to deliver employees to the specific villages to make scheduled meeting times, and No available DOI fleet aircraft available to fly the mission. Purpose of trip: deliver essential personnel to villages to attend two public community meetings regarding energy development.

Do you want Ed to review or is this okay to initial for you?

Marigrace Caminiti

Executive Assistant to the Solicitor US Department of the Interior 1849 C Street, NW, Rm. 6352 Washington, DC 20240 202-208-4423 - main number 202-208-3111 - direct 202-208-5584 - fax

or 202-359-2949 -cell/wcell

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Date: January 31, 2019

Nature and Significance of Document: Request for approval of use of charter aircraft service for official travel on or about February 5-10, weather permitting, of one DOI senior official (Joseph Balash, Asst. Sec. Land and Minerals) and twelve other DOI officials (Ted Murphy, Acting State Director, BLM; Nicole Hayes, Project Lead, BLM; Erin Julianus, Biologist, BLM; Shelly Jones ADO Manager, BLM; Steve Wackowski, Senior Advisor, Alaska, DOI; Steve Berendzen, Refuge Manager, FWS; Craig Perham, Biologist, BOEM; Lesli Elis Wouters, Communications, BLM; Greg Siekaniec, Director, Alaska, FWS, Rob Brumbaugh, O&G Lead, BLM; Joe Keeney, Archeologist, BLM; Mike Gieryic, Attorney, SOL), and six non-federal individuals (Chad Ricklefs, Amy Lewis, Alex Prichard, Stephen Braund, unnamed Court Reporter, all contractors; Jack Winters, State of Alaska) to Kaktovik, AK, Utqiagvik, AK, Fort Yukon, AK, Arctic Village, AK, and Venetie, AK. The purpose of this travel is public meetings on the Coastal Plain Oil and Gas Leasing Program Draft Environmental Impact Statement as well as government to government consultations with native Alaskans.

Background: Advance approval/disapproval by the Solicitor or Deputy Solicitor is required by 41 C.F.R. Parts 301-10 and 301-70, and OMB Circular A-126 for travel on other-than-commercial airlines by officials at SES level and above and for all non-federal individuals who are traveling either for official DOI business or on a "space available" basis. The standards for approving official travel vary according to the category of travel: to meet mission requirements; "required use" travel (extraordinary security, communications, or scheduling needs); or other travel for the conduct of DOI business.

The trip documented on the attached form is ordinary ("other") official travel because it involves transportation that is neither to meet mission requirements nor "required use" travel. As such, the use of DOI or charter aircraft may be authorized only when: 1) no commercial service is reasonably available to meet the scheduling or operational needs of the trip; or 2) the actual cost of charter aircraft is not more than commercial service. Reasonable availability is defined as "able to meet your departure and/or arrival requirements within a 24-hour period, unless you demonstrate that extraordinary circumstances require a shorter period." 41 C.F.R. § 301-10.261(a)(1).

As the attached OAS-110 indicates, the commercial aircraft and DOI aircraft service are not available to meet the operational and scheduling needs of the travel. The cost of charter aircraft service, including total duty hours away over eight days is \$121,254. Because use of charter aircraft is the only means of meeting the operational and scheduling needs of this trip, this travel may be approved.

Your approval of this travel is requested. The applicable criteria are met for approval of this travel. **PLEASE INDICATE YOUR APPROVAL ON THE ATTACHED OAS-110 FORM.**

Contact and telephone number: Jennifer Heindl 202-208-7094

Surname

Due Date: ASAP

Tim Murphy Murphy 41/19

TRAVEL COST ANALYSIS

Justification for use of a Government aircraft for travel:

A. BASIC DATA:

Dates and tim	ne of required time(s) at Temporary	y Duty Static	on (TDS):			_	
Location	Kaktovik	Date	2/5-2/6	Hours required to be on site	12:30PM	to	11:15AM
Location	Utqiagvik	Date	2/6-2/7	Hours required to be on site	12:00PM	to	8:30AM
Location	Fort Yukon	Date	2/7/2019	Hours required to be on site	11:00AM	to	3:30PM
Location	Arctic Village	Date	2/8/2019	Hours required to be on site	09:30a	to	5:00PM
Location	Arctic Village	Date	2/9/2019	to be on site	09:30a	_ to	5:00PM
Location	Venetie	Date	2/10/2019	to be on site	09:30a	to	2:30PM

Manifest (only persons required to be at TDS):

	Name of Individual	Annual Salary	Hourly Salary	Enter Y if AK employee; leave blank if not	Total Hourly Salary
-1	Ted Murphy - BLM SD (Acting)	\$140,000.00	\$80.50	Y	\$105.39
- 2	Nicole Hayes BLM (Project lead)	\$112,956.00	\$64.95	Υ	\$85.03
3	Erin Julianus BLM (Biologist)	\$81,421.00	\$46.82	Y	\$61.29
4	Shelly Jones BLM (ADO Manager)	\$109,729.00	\$63.09	Υ	\$82.60
- 5	Joseph Balash DOI (ASLM)	\$131,759.00	\$75.76		\$75.76
6	Steve Wackowski DOI (Sr Advisor)	\$128,141.00	\$73.68	Y	\$96.46
. 7	Steve Berendzen FWS (Refuge Manager	\$130,000.00	\$74.75	Y	\$97.86
- 8	Craig Perham-BOEM (Biologist)	\$100,046.00	\$57.53	Υ	\$75.31
9	Lesli Elis-Wouters BLM (Communications	\$140,000.00	\$80.50	Υ	\$105.39
10	Chad Ricklefs (contractor) (NON-FED)		\$0.00		\$0.00
11	Amy Lewis (contractor) (NON-FED)		\$0.00		\$0.00
12	Alex Pritchard (contractor) (NON-FED)		\$0.00		\$0.00
13	Stephen Braund (contractor) (NON-FED)		\$0.00		\$0.00
14	Jack Winters (State of Alaska) (NON-FED)		\$0.00		\$0.00
15	Greg Siekaniec FWS (AK Director)	\$140,000.00	\$80.50	Y	\$105.39
16	Rob Brumbaugh BLM (O&G Lead)	\$112,956.00	\$64.95	Υ	\$85.03
17	Joe Keeney BLM (Archaeologist)	\$75,000.00	\$43.12	Y	\$56.46
18	Mike Gieryic DOI (Solicitor)	\$130,000.00	\$74.75	Y	\$97.86
19	Court Reporter (contractor) (NON-FED)		\$0.00		\$0.00
	AL Hours Cost of All Required Travelers:				\$1,129.86

B. COST COMPARISON:

1.	Commercial Airline Costs to meet the required TDS locations			
	& times. a. Individual commercial ticket cost times the number of required travelers.	Ticket price: # of travelers:		\$0.00
	b. Cost of total duty hours away from office or regular duty station to meet the commercial airline schedule.	# of hours: # of travelers:		\$0.00
	c. Cost of required per diem and ground transportation.	ground trans: per diem rate: # of travelers:	0.00 \$0.00	\$0.00



Heindl, Jennifer < jennifer.heindl@sol.doi.gov>

Re: OAS 110 submittal for a flight on Feb 5th

1 message

Heindl. Jennifer <iennifer.heindl@sol.doi.gov> To: "Palmatier, Jerrid" < jpalmati@blm.gov>

1 February 2019 at 12:07

Thanks, Jerrid. I will include this in file, which is going to Solicitor now.

Thanks, Jennifer

Jennifer A. Heindl

Attorney Advisor

Office of the Solicitor

Division of General Law

Branch of General Legal Services

Voice: 202-208-7094

Fax: 202-219-1790

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On Thu, 31 Jan 2019 at 17:11, Palmatier, Jerrid <jpalmati@blm.gov> wrote:

Hello Jennifer,

Per our project coordinator Nicole Hayes, whom is coordinating the logistics of this project, commercial aircraft is not reasonably available to meet the scheduling needs of this project.

Thanks

On Thu, Jan 31, 2019 at 10:34 AM Heindl, Jennifer < jennifer.heindl@sol.doi.gov> wrote:

Though the remarks on the form suggest strongly that commercial aircraft is not reasonably available to meet the operational or scheduling needs of the travel, I need to have confirmation that this is in fact the case. Please confirm that commercial air service is not reasonably available as defined by 41 CFR 301-10.231(a)(1):

Reasonable availability is defined as "able to meet your departure and/or arrival requirements within a 24-hour period, unless you demonstrate that extraordinary circumstances require a shorter period." 41 C.F.R. § 301-10.261(a)(1)

I am processing this now.

Thanks,

Jennifer

Jennifer A. Heindl

Attorney Advisor

Office of the Solicitor

Division of General Law

Branch of General Legal Services

Voice: 202-208-7094

Fax: 202-219-1790

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On Wed, 30 Jan 2019 at 19:16, Palmatier, Jerrid <jpalmati@blm.gov> wrote: Hello Jennifer,

I am submitting an OAS 110 form for a multi day trip involving both SES, non SES, and Non-Federal passengers. The first day of these trips is February 5th. See attachment. Let me know if you have any questions.

Thanks

Jerrid Palmatier Dispatch Supervisor/Flight Management Specialist Anchorage Interagency Dispatch Center Bureau of Land Management 4700 BLM Road Anchorage, AK 99507 (ph) 907-267-1243 (cell) 907-223-2644 (fax) 907-267-1359

Jerrid Palmatier Dispatch Supervisor/Flight Management Specialist Anchorage Interagency Dispatch Center Bureau of Land Management 4700 BLM Road Anchorage, AK 99507 (ph) 907-267-1243 (cell) 907-223-2644 (fax) 907-267-1359

seats on the aircraft that provides commercial se There are no DOI fleet aircraft with the capabilitie	al flight schedule (sporadic and frequently cancelled flights, and times that of the meetings). There is also the fact that there are a limited number of ervices to these remote communities. les to transport 19 passengers to the requested locations. Strings on the Coastal Plain Oill and Gas Leasing Program on the Draft
	be conducting government-to-government consultations. All passengers
are essential.	
	*
D. GENERAL APPROVAL REQUIREM	MENTS FOR TRAVEL ON GOVERNMENT AIRCRAFT:
Print name of designated approving official	
and the state of t	Signature Date
	ENTS FOR REQUIRED USE TRAVEL:
	ENTS FOR REQUIRED USE TRAVEL:
	ENTS FOR REQUIRED USE TRAVEL:
E. SPECIAL APPROVAL REQUIREME	ENTS FOR REQUIRED USE TRAVEL:
E. SPECIAL APPROVAL REQUIREME Print name of designated approving official	ENTS FOR REQUIRED USE TRAVEL: (See para, 11.b page 6 of OMB Circular A-125) Signature Date
E. SPECIAL APPROVAL REQUIREME Print name of designated approving official F. SPECIAL APPROVAL REQUIREME	ENTS FOR REQUIRED USE TRAVEL: (See para, 11.b page 6 of OMB Circular A-125) Signature Date ENTS FOR USE OF GOVERNMENT AIRCRAFT FOR
E. SPECIAL APPROVAL REQUIREME Print name of designated approving official	ENTS FOR REQUIRED USE TRAVEL: (See para, 11.b page 6 of OMB Circular A-125) Signature Date ENTS FOR USE OF GOVERNMENT AIRCRAFT FOR
Print name of designated approving official F. SPECIAL APPROVAL REQUIREME	ENTS FOR REQUIRED USE TRAVEL: (See para, 11.b page 6 of OMB Circular A-125) Signature Date ENTS FOR USE OF GOVERNMENT AIRCRAFT FOR
E. SPECIAL APPROVAL REQUIREME Print name of designated approving official F. SPECIAL APPROVAL REQUIREME	ENTS FOR REQUIRED USE TRAVEL: (See para, 11.b page 6 of OMB Circular A-125) Signature Date ENTS FOR USE OF GOVERNMENT AIRCRAFT FOR TEGORIES OF PEOPLE: (See para, 11.e. page 7 of OMB Circular A-126 and para. A page 3-1 of
Print name of designated approving official F. SPECIAL APPROVAL REQUIREME TRAVEL BY THE FOLLOWING CA 1) Senior Executive Branch Officials 2) Senior Federal Officials	Signature Date ENTS FOR USE OF GOVERNMENT AIRCRAFT FOR ITEGORIES OF PEOPLE: (See para, 11.e. page 7 of OMB Circular A-126 and para. A page 3-1 of OMB Bulletin No. 93-11
Print name of designated approving official F. SPECIAL APPROVAL REQUIREME TRAVEL BY THE FOLLOWING CA 1) Senior Executive Branch Officials 2) Senior Federal Officials 3) Members of Families of Senior Execut	ENTS FOR REQUIRED USE TRAVEL: (See para, 11.b page 6 of OMB Circular A-125) Signature Date ENTS FOR USE OF GOVERNMENT AIRCRAFT FOR TEGORIES OF PEOPLE: (See para, 11.e. page 7 of OMB Circular A-126 and para. A page 3-1 of
Print name of designated approving official F. SPECIAL APPROVAL REQUIREME TRAVEL BY THE FOLLOWING CA 1) Senior Executive Branch Officials 2) Senior Federal Officials	Signature Date ENTS FOR USE OF GOVERNMENT AIRCRAFT FOR ITEGORIES OF PEOPLE: (See para, 11.e. page 7 of OMB Circular A-126 and para. A page 3-1 of OMB Bulletin No. 93-11
Print name of designated approving official F. SPECIAL APPROVAL REQUIREME TRAVEL BY THE FOLLOWING CA 1) Senior Executive Branch Officials 2) Senior Federal Officials 3) Members of Families of Senior Executive	Signature Date ENTS FOR USE OF GOVERNMENT AIRCRAFT FOR ITEGORIES OF PEOPLE: (See para, 11.e. page 7 of OMB Circular A-126 and para. A page 3-1 of OMB Bulletin No. 93-11
Print name of designated approving official F. SPECIAL APPROVAL REQUIREME TRAVEL BY THE FOLLOWING CA 1) Senior Executive Branch Officials 2) Senior Federal Officials 3) Members of Families of Senior Execut	Signature Date ENTS FOR USE OF GOVERNMENT AIRCRAFT FOR ITEGORIES OF PEOPLE: (See para, 11.e. page 7 of OMB Circular A-126 and para. A page 3-1 of OMB Bulletin No. 93-11
Print name of designated approving official F. SPECIAL APPROVAL REQUIREME TRAVEL BY THE FOLLOWING CA 1) Senior Executive Branch Officials 2) Senior Federal Officials 3) Members of Families of Senior Executive	Signature Date ENTS FOR USE OF GOVERNMENT AIRCRAFT FOR ITEGORIES OF PEOPLE: (See para, 11.e. page 7 of OMB Circular A-126 and para. A page 3-1 of OMB Bulletin No. 93-11

Date: February 8, 2019

Nature and Significance of Document: Request for approval of use of DOI aircraft service for official travel on or about **February 11-12, 2019**, weather permitting, of one non-federal individual (Susan Wolman, contractor) from Anchorage, AK, to Pilot Point, AK, and back. The purpose of this travel is implementation of the of the Migratory Bird Calendar educational curriculum in the local school.

Background: Advance approval/disapproval by the Solicitor or Deputy Solicitor is required by 41 C.F.R. Parts 301-10 and 301-70, and OMB Circular A-126 for travel on other-than-commercial airlines by officials at SES level and above and for all non-federal individuals who are traveling either for official DOI business or on a "space available" basis. The standards for approving official travel vary according to the category of travel: to meet mission requirements; "required use" travel (extraordinary security, communications, or scheduling needs); or other travel for the conduct of DOI business.

The trip documented on the attached form is ordinary ("other") official travel because it involves transportation that is neither to meet mission requirements nor "required use" travel. As such, the use of DOI or charter aircraft may be authorized only when: 1) no commercial service is reasonably available to meet the scheduling or operational needs of the trip; or 2) the actual cost of charter aircraft is not more than commercial service. Reasonable availability is defined as "able to meet your departure and/or arrival requirements within a 24-hour period, unless you demonstrate that extraordinary circumstances require a shorter period." 41 C.F.R. § 301-10.261(a)(1).

As the attached OAS-110 indicates, the commercial aircraft service, including cost of duty hours away, would cost \$2,680. Charter aircraft service, including the cost of total duty hours away, would cost \$3,923. The cost of DOI aircraft service, including total duty hours away, is \$1,872. Because use of DOI aircraft is the most cost-effective means of meeting the operational and scheduling needs of this trip, this travel may be approved.

Your approval of this travel is requested. The applicable criteria are met for approval of this travel. PLEASE INDICATE YOUR APPROVAL ON THE ATTACHED OAS-110 FORM.

Contact and telephone number: Jennifer Heindl 202-208-7094

Due Date: ASAP

Surname

Tim Murphy

OAS-110 (12/12)

TRAVEL COST ANALYSIS

Justification for use of a Government aircraft for travel:

A.	BASIC	DATA:								
	Dates and	time of required time(s) at Temporary	Duty S							
	Location	Pilot Point, AK	Date	2/11/201		Hours required to be on site	7am		to	3pm
	Location	Pilot Point, AK	Date	2/12/201	9	Hours required to be on site	7am		_ to	3pm
	Location	:	Date			Hours required to be on site			_ to	
Mar	nifest (only	persons required to be at TDS);								
		Name				Hourly Salary	1			
Sa	ara Wol	man 	-				Annual Sala Hourly Salar			nours x 1.20 =
			-				Insurance, M The 1.20 doo for Alaska-b	tiren Aedio es no ased	nent, E care, of ot inclu l emple	lealth & Life ther Fringes. de COLA; byces, add the
TOT	TAL Hours	Cost of All Required Travelers		\$		-	applicable a	dditi	onal %	
В.		COMPARISON: ercial Airline Costs to meet the require	I TOS	locations and til		e on attached sheet if needed)	red travelers	¢	162	4
	1. Comm	Cost of total duty hours away from of					ied travelers.	Φ	105	5.52
				,	tion to me	et the commercial affilite schedule.			0	
	•	Cost of required per diem and ground	•					e.	_	9.52
	2 Tence	TOTAL Cost by commercial tra d, Contract, or Rental Aircraft.	nsporta	ation				2		
	Z. Lease	Y),							286	7.20
	•	Flight hours x flight hour costs						\$		5.52
	•	Cost of total duty hours away from of	ice or	regular duty stat	tion					3,32
	•	Cost of required per diem and ground	transp	ortation					0	
	•	Any additional aircraft or crew costs r parking, extra crew, etc.	ot incl	uded in above h	ourly rate,	i.e., standby charges, tiedown fees	, overnight		0	
		TOTAL Cost by Lease, Contrac						\$	392	2.72
	3. <u>DOI</u>	Operated Aircraft – identify specific air	craft:	706M						
	•	Flight hours required x variable flight						\$	816	
		Cost of total duty hours away from of	ice or	regular duty stat	tion.				105	5.52
	•	Cost of required per diem and ground	transpe	ortation.					0	
	٠	Any additional costs to be incurred the on page 1 of OMB Circular A-126, A here if the pilot is one of the Government.	ttachm	ent B, if not inc	cluded in the	ne flight hour rate. (Do not include	pilot costs		0	
	•	Fuel costs, if not included in above fli i.e., tiedown fees, overnight parking, o		ır rate. Any add	litional air	craft costs not in the above flight h	our rate,		0	
		TOTAL COST by DOI Fleet air	eraft,					\$	187	1.52

C.	MOST COST EFFECTIVE METHO	<u>)D</u> :		
	☐ Commercial ☐ Lease, Contract or Rental -	- N#	Pilot/Crew	
	■ DOI Fleet	Travel to Pi	Pilot/Crew Dan Pepin lot Point for Migratory Bird Calendar education	ational curriculum implementation in the school
REI	MARKS: (Must be completed if other	than most-cost-effective n	nethod is chosen.)	
hig		vill change and the tr	raveler will need to spend additional d	raveling on a commercial carrier, there is ays in the TDY location in addition to the
D.	GENERAL APPROVAL REQUIRE	MENTS FOR TRAVEL	ON GOVERNMENT AIRCRAFT:	
	Print name of designated approving	official	Signature	Date
E.	SPECIAL APPROVAL REQUIREM	MENTS FOR REQUIRED	OUSE TRAVEL: (See paragraph 11.b. page 6	of OMB Circular A-126)
	Print name of designated approving	official	Signature	Date
F.			OVERNMENT AIRCRAFT FOR TRAVEL BY graph a., page 3-1 of OMB Bulletin No. 93-11)	THE FOLLOWING CATEGORIES OF PEOPLE
	1) Senior Executive Branch Offic	ials	*	
	2) Senior Federal Officials			
	3) Members of Families of Senior			
	4) Non-Federal travelers	contrapto		
	Print name of designated approving	official	Signature	Date

4 Flights

OFFICE OF THE SOLICITOR CORRESPONDENCE BACKGROUND FORM

Date: February 8, 2019

Nature and Significance of Document: Request for approval of use of DOI aircraft service for official travel on or about **February 18-20, 2019,** weather permitting, of one non-federal individual (Susan Wolman, contractor) from Anchorage, AK, to Chignik Bay, AK, and back. The purpose of this travel is implementation of the of the Migratory Bird Calendar educational curriculum in the local school.

Background: Advance approval/disapproval by the Solicitor or Deputy Solicitor is required by 41 C.F.R. Parts 301-10 and 301-70, and OMB Circular A-126 for travel on other-than-commercial airlines by officials at SES level and above and for all non-federal individuals who are traveling either for official DOI business or on a "space available" basis. The standards for approving official travel vary according to the category of travel: to meet mission requirements; "required use" travel (extraordinary security, communications, or scheduling needs); or other travel for the conduct of DOI business.

The trip documented on the attached form is ordinary ("other") official travel because it involves transportation that is neither to meet mission requirements nor "required use" travel. As such, the use of DOI or charter aircraft may be authorized only when: 1) no commercial service is reasonably available to meet the scheduling or operational needs of the trip; or 2) the actual cost of charter aircraft is not more than commercial service. Reasonable availability is defined as "able to meet your departure and/or arrival requirements within a 24-hour period, unless you demonstrate that extraordinary circumstances require a shorter period." 41 C.F.R. § 301-10.261(a)(1).

As the attached OAS-110 indicates, the commercial aircraft service, including cost of duty hours away, would cost \$3,637. Charter aircraft service, including the cost of total duty hours away, would cost \$7,609. The cost of DOI aircraft service, including total duty hours away, is \$2,012. Because use of DOI aircraft is the most cost-effective means of meeting the operational and scheduling needs of this trip, this travel may be approved.

Your approval of this travel is requested. The applicable criteria are met for approval of this travel. **PLEASE INDICATE YOUR APPROVAL ON THE ATTACHED OAS-110 FORM.**

Contact and telephone number: Jennifer Heindl 202-208-7094

Surname

Due Date: ASAP

Tim Murphy Murphy 2/14/19

OAS-110 (12/12)

TRAVEL COST ANALYSIS

Justification for use of a Government aircraft for travel:

A.	BASIC I	DATA:				*				
Mai	Location Location	Chignik Bay Chignik Bay Chignik Bay Chignik Bay Chignik Bay ersons required to be at TDS):	Duty S Date Date Date	2/18/201	9 9	Hours required to be on site Hours required to be on site Hours required to be on site	7am 7am 7am	t	0	3pm 3pm 12pm
_	\\(- 1 - 1	Name				Hourly Salary				
Sa	ara Wolr	nan	=				Annual Salar Hourly Salar		7 h	ours x 1.20 =
TO	ΓAL Hours (Cost of All Required Travelers		\$	-	-	NOTE: 1.20 Benefits, Ret Insurance, M The 1.20 doe for Alaska-b applicable ac	tirement fedicare, es not inc ased em	, He oth clud ploy	ealth & Life ner Fringes. le COLA; yees, add the
					(Conti	inue on attached sheet if needed)				
В.	Tal.	OMPARISON: reial Airline Costs to meet the require Cost of total duty hours away from of Cost of required per diem and ground	fice or	regular duty stat		dividual ticket cost x number of requirence the commercial airline schedule.	ed travelers.	\$\frac{25}{10}	_	5.52
		TOTAL Cost by commercial tra	-					s 36	33	5.52
	2. Leased	I, Contract, or Rental Aircraft.								
	•	Flight hours x flight hour costs Cost of total duty hours away from of	fice or	regular duty stat	tion			₂ —		3.60 5.52
	•	Cost of required per diem and ground	transp	ortation				0		
	•				ourly ra	ate, i.e., standby charges, tiedown fees,	overnight	0		
	3. <u>DOI -</u> 0	TOTAL Cost by Lease, Contrac		70614		<u></u>		\$ 76	809	9.12
	•	Flight hours required x variable flight	hour c	ost.				_{\$} 18	350	6
	•	Cost of total duty hours away from of	fice or	regular duty stat	tion.			10)5	5.52
	•	Cost of required per diem and ground						0		
		on page 1 of OMB Circular A-126, A	ttachn	nent B, if not inc	cluded i	e flight hour rate. Variable cost of cre n the flight hour rate. (Do not include or perform duties at the TDY location.	pilot costs	0		
		Fuel costs, if not included in above fli i.e., tiedown fees, overnight parking,		ur rate. Any add	litional	aircraft costs not in the above flight ho	our rate,	0		
		TOTAL COST by DOI Fleet air						s 29	91	1.52

C.	MOST COST EFFECTIVE METH	OD:			
	☐ Commercial				
	☐ Lease, Contract or Rental	– N#	Pilot/Crew		
		Purpose			
	DOI Fleet	_{N#} 706M	Dan Pepin		
			Chignik Bay for Migratory Bird Calenda		plementation in the school
DE	MARKS (Mark and Links)	11			
	MARKS: (Must be completed if other		ve meinoa is cnosen.) eling to remote Alaskan villages. W	Then traveling on a com-	mercial carrier there is
hig	gher risk that flight schedules ys already spent in meeting th	will change and the	e traveler will need to spend addition	onal days in the TDY loc	cation in addition to the
D.	GENERAL APPROVAL REQUIR	EMENTS FOR TRAV	EL ON GOVERNMENT AIRCRAFT:		
	Print name of designated approving	official	Signature	Da	te
E.	SPECIAL APPROVAL REQUIRE	MENTS FOR REQUIR	RED USE TRAVEL: (See paragraph 11.b. p	page 6 of OMB Circular A-120	6)
	Print name of designated approving	official	Signature	Da	te
F.			GOVERNMENT AIRCRAFT FOR TRAV aragraph a., page 3-1 of OMB Bulletin No.		CATEGORIES OF PEOPLE
	Senior Executive Branch Office	cials			
	2) Senior Federal Officials				
	3) Members of Families of Senio	r Executive Branch and	d Senior Federal Officials		
•	4) Non-Federal travelers		A		
	Print name of designated approving	official	Signature	Da	te

Date: February 8, 2019

Nature and Significance of Document: Request for approval of use of DOI aircraft service for official travel on or about February 20-22, 2019, weather permitting, of one non-federal individual (Susan Wolman, contractor) from Anchorage, AK, to Chignik Lagoon, AK, and back. The purpose of this travel is implementation of the of the Migratory Bird Calendar educational curriculum in the local school.

Background: Advance approval/disapproval by the Solicitor or Deputy Solicitor is required by 41 C.F.R. Parts 301-10 and 301-70, and OMB Circular A-126 for travel on other-than-commercial airlines by officials at SES level and above and for all non-federal individuals who are traveling either for official DOI business or on a "space available" basis. The standards for approving official travel vary according to the category of travel: to meet mission requirements; "required use" travel (extraordinary security, communications, or scheduling needs); or other travel for the conduct of DOI business.

The trip documented on the attached form is ordinary ("other") official travel because it involves transportation that is neither to meet mission requirements nor "required use" travel. As such, the use of DOI or charter aircraft may be authorized only when: 1) no commercial service is reasonably available to meet the scheduling or operational needs of the trip; or 2) the actual cost of charter aircraft is not more than commercial service. Reasonable availability is defined as "able to meet your departure and/or arrival requirements within a 24-hour period, unless you demonstrate that extraordinary circumstances require a shorter period." 41 C.F.R. § 301-10.261(a)(1).

As the attached OAS-110 indicates, the commercial aircraft service, including cost of duty hours away, would cost \$3,636. Charter aircraft service, including the cost of total duty hours away, would cost \$7,609. The cost of DOI aircraft service, including total duty hours away, is \$2,912. Because use of DOI aircraft is the most cost-effective means of meeting the operational and scheduling needs of this trip, this travel may be approved.

Your approval of this travel is requested. The applicable criteria are met for approval of this travel. PLEASE INDICATE YOUR APPROVAL ON THE ATTACHED OAS-110 FORM.

Contact and telephone number:

Jennifer Heindl 202-208-7094

Surname

Due Date: ASAP

Tim Murphy Marghy 2/14/19

OAS-110 (12/12)

TRAVEL COST ANALYSIS

Justification for use of a Government aircraft for travel:

A.	BASIC I	DATA:								
	Dates and t	ime of required time(s) at Temporary	Duty S	tation(s) (TDS):						
	Location	Chignik Lagoon	Date	2/20/201	9	Hours required to be on site	12pm		to	4pm
	Location	Chignik Lagoon	Date	2/21/201	9	Hours required to be on site	7am		to	3pm
	Location	Chignik Lagoon	Date	2/22/201	9	Hours required to be on site	7am		to	3pm
Mar	nifest (only p	ersons required to be at TDS):								
		Name				Hourly Salary				
Sa	ara Wolr	nan	-				Annual Sala Hourly Sala		87 h	ours x 1.20 =
_			- 1				NOTE: 1.20	•	ave	erage Fringe
							Benefits, Re Insurance, M	tiremen	t, H	ealth & Life
_			-				The 1.20 do			de COLA; yees, add the
TO	TAL Hours C	ost of All Required Travelers		\$			applicable a	dditiona	1%.	
D.	CO CETT CO	ON ED A DIGGON			(Conti	inue on attached sheet if needed)				
В.		<u>OMPARISON</u> :						2	58	0
	1. Comme	cial Airline Costs to meet the required	TDS	locations and tir	nes. In	dividual ticket cost x number of requir	ed travelers.	a —	_	
	•	Cost of total duty hours away from of	ice or	regular duty stat	ion to r	meet the commercial airline schedule.		-		5.52
	•	Cost of required per diem and ground	transpo	ortation.				0	_	
		TOTAL Cost by commercial train	nsporta	ition				\$ 3	63	5.52
	2. Leased	Contract, or Rental Aircraft.								
	•	Flight hours x flight hour costs						_{\$} 6	55	3.60
	•	Cost of total duty hours away from of	ice or	regular duty stat	ion			1	05	5.52
	•	Cost of required per diem and ground	transpo	ortation				0		
		Section of the sectio	ot incl	uded in above h	ourly ra	ate, i.e., standby charges, tiedown fees,	overnight	0		
		parking, extra crew, etc.						. 7	60	9.12
		TOTAL Cost by Lease, Contract		706M				\$		
		perated Aircraft - identify specific air						1	85	6
	•	Flight hours required x variable flight	hour c	ost.				Ψ		
	•	Cost of total duty hours away from off	ice or	regular duty stat	ion.			-	05	5.52
	•	Cost of required per diem and ground	transpo	ortation.				0		
		on page 1 of OMB Circular A-126, A	ttachm	ent B, if not inc	luded i	e flight hour rate. Variable cost of cre n the flight hour rate. (Do not include	pilot costs	0		
	1	nere if the pilot is one of the Governm	ent off	icials required to	meet o	or perform duties at the TDY location.)	^		
		Fuel costs, if not included in above flight.e., tiedown fees, overnight parking, e		ır rate. Any add	itional	aircraft costs not in the above flight ho	ur rate,	_0	!	
		TOTAL COST by DOI Fleet aire						\$ 2	91	1.52

C.	MOST COST EFFECTIVE METHOD:		
	Commercial	10	
	☐ Lease, Contract or Rental – N#	Pilot/Crew	
	Purpose		
	POLEIcet 706M	Pilot/Crew Dan Pepin	
			ndar educational curriculum implementation in the school.
		or to Origina Lagoon for Migratory Bird Care	
n en	AND CLASS AND		
	MARKS: (Must be completed if other than most-cost-eff		When traveling on a commercial carrier, there is a
hig	her risk that flight schedules will change and a salready spent in meeting the commercial commercia	the traveler will need to spend addit	ional days in the TDY location in addition to the
D.	GENERAL APPROVAL REQUIREMENTS FOR TR	AVEL ON GOVERNMENT AIRCRAFT:	
	D	- 0'	D.
	Print name of designated approving official	Signature	Date
E.	SPECIAL APPROVAL REQUIREMENTS FOR REQ	UIRED USE TRAVEL: (See paragraph 11.b	page 6 of OMB Circular A-126)
	Print name of designated approving official	Signature	Date
F.	(See paragraph 11.c. page 7 of OMB Circular A-126 at	of GOVERNMENT AIRCRAFT FOR TRA nd paragraph a., page 3-1 of OMB Bulletin No	VEL BY THE FOLLOWING CATEGORIES OF PEOPLE: p. 93-11)
	1) Senior Executive Branch Officials		
	2) Senior Federal Officials		
	3) Members of Families of Senior Executive Branch	and Senior Federal Officials	
4	4) Non-Federal travelers	1	
	Distance Claimated and Control		
	Print name of designated approving official	Signature	Date

Date: February 8, 2019

Nature and Significance of Document: Request for approval of use of DOI aircraft service for official travel on or about **February 25-27, 2019,** weather permitting, of one non-federal individual (Susan Wolman, contractor) from Anchorage, AK, to Chignik Lake, AK, and back. The purpose of this travel is implementation of the of the Migratory Bird Calendar educational curriculum in the local school.

Background: Advance approval/disapproval by the Solicitor or Deputy Solicitor is required by 41 C.F.R. Parts 301-10 and 301-70, and OMB Circular A-126 for travel on other-than-commercial airlines by officials at SES level and above and for all non-federal individuals who are traveling either for official DOI business or on a "space available" basis. The standards for approving official travel vary according to the category of travel: to meet mission requirements; "required use" travel (extraordinary security, communications, or scheduling needs); or other travel for the conduct of DOI business.

The trip documented on the attached form is ordinary ("other") official travel because it involves transportation that is neither to meet mission requirements nor "required use" travel. As such, the use of DOI or charter aircraft may be authorized only when: 1) no commercial service is reasonably available to meet the scheduling or operational needs of the trip; or 2) the actual cost of charter aircraft is not more than commercial service. Reasonable availability is defined as "able to meet your departure and/or arrival requirements within a 24-hour period, unless you demonstrate that extraordinary circumstances require a shorter period." 41 C.F.R. § 301-10.261(a)(1).

As the attached OAS-110 indicates, the commercial aircraft service, including cost of duty hours away, would cost \$3,636. Charter aircraft service, including the cost of total duty hours away, would cost \$7,609. The cost of DOI aircraft service, including total duty hours away, is \$2,912. Because use of DOI aircraft is the most cost-effective means of meeting the operational and scheduling needs of this trip, this travel may be approved.

Your approval of this travel is requested. The applicable criteria are met for approval of this travel. PLEASE INDICATE YOUR APPROVAL ON THE ATTACHED OAS-110 FORM.

Contact and telephone number: Jennifer Heindl 202-208-7094

Surname

Due Date: ASAP

Tim Murphy Muffly 2 Heller

OAS-110 (12/12)

TRAVEL COST ANALYSIS

Justification for use of a Government aircraft for travel:

A.	BASIC I	DATA:						
	Location	time of required time(s) at Temporary Chignik Lake Chignik Lake	Date	2/25/2019		Hours required to be on site	7am 7am	_{to} 3pm
	Location		Date		_	Hours required to be on site	-	
	Location	Chignik Lake	Date	2/27/2019		Hours required to be on site	7am	_{to} 12pm
Mar	nifest (only p	persons required to be at TDS):		2				
C.	ara Wolr	Name				Hourly Salary	A10-1-	20071 1 20
Si	ara vvoii	nan		59			Hourly Sala	ry ÷ 2087 hours x 1.20 = ry Rate
			-				Benefits, Re Insurance, N The 1.20 do for Alaska-b	O covers average Fringe stirement, Health & Life Medicare, other Fringes. es not include COLA; based employees, add the dditional %
TOT	ΓAL Hours (Cost of All Required Travelers		\$		*	applicable a	dditional %.
В.	COST C	OMPARISON:			(Continu	e on attached sheet if needed)		
υ.	7	ercial Airline Costs to meet the require	d TDe	locations and time	as India	idual tiakat and v number of raqui	rad travalars	° 2580
	i. Comme						red travelers.	1055.52
	•	Cost of total duty hours away from of			on to me	et the commercial airline schedule.		0
	•	Cost of required per diem and ground	transp	ortation.				\$ 3635.52
		TOTAL Cost by commercial tra	nsport	ation				\$ 3033.32
	2. Leased	d, Contract, or Rental Aircraft.						0550.00
	•	Flight hours x flight hour costs						\$ 6553.60
	•	Cost of total duty hours away from of	fice or	regular duty station	on			1055.52
	•	Cost of required per diem and ground	transp	ortation				0
	•	Any additional aircraft or crew costs a parking, extra crew, etc.	not incl	luded in above ho	urly rate,	i.e., standby charges, tiedown fees	, overnight	0
		TOTAL Cost by Lease, Contract	t, or Re	ental aircraft.				_{\$} 7609.12
	3. <u>DOI -</u> 0	Operated Aircraft - identify specific air	rcraft:	706M				
		Flight hours required x variable flight	hour c	eost.				_{\$} 1856
	•	Cost of total duty hours away from of	fice or	regular duty statio	on.			1055.52
	•	Cost of required per diem and ground	transp	ortation.				0
	•	Any additional costs to be incurred th on page 1 of OMB Circular A-126, A here if the pilot is one of the Governm	ttachm	nent B, if not incl	uded in t	he flight hour rate. (Do not include	pilot costs	0
	•	Fuel costs, if not included in above fl. i.e., tiedown fees, overnight parking,		ur rate. Any addit	tional air	craft costs not in the above flight h	our rate,	0
		TOTAL COST by DOI Fleet air						s 2911.52

C.	MOST COST EFFECTIVE METHO	DD:		
	☐ Commercial ☐ Lease, Contract or Rental -	-N#	. Pilot/Crew	
	DOI Fleet	Purpose 706M	Pilot/Crew Dan Pepin	
		Travel to	Chignik Lake for Migratory Bird Calendar educational curr	riculum implementation in the schoo
RE	MARKS: (Must be completed if other	than most-cost-effecti	ve method is chosen.)	
hi		vill change and the	eling to remote Alaskan villages. When traveling o e traveler will need to spend additional days in the ier airline schedule.	
D.	GENERAL APPROVAL REQUIRE	EMENTS FOR TRAV	EL ON GOVERNMENT AIRCRAFT:	
	Print name of designated approving	official	Signature	Date
E.	SPECIAL APPROVAL REQUIREM	MENTS FOR REQUIR	RED USE TRAVEL: (See paragraph 11.b. page 6 of OMB Circ	zular A-126)
	Print name of designated approving	official	Signature	Date
F.			GOVERNMENT AIRCRAFT FOR TRAVEL BY THE FOLL paragraph a., page 3-1 of OMB Bulletin No. 93-11)	OWING CATEGORIES OF PEOPLE
	Senior Executive Branch Office	ials		
	2) Senior Federal Officials			
	Members of Families of Senior	Executive Branch an	d Senior Federal Officials	
	A) Non-Federal travelers	4		
	Print name of designated approving	official	Signature	Date

Date: February 8, 2019

Nature and Significance of Document: Request for approval of use of DOI aircraft service for official travel on or about February 27 March 1, 2019, weather permitting, of one non-federal individual (Susan Wolman, contractor) from Anchorage, AK, to Port Heiden, AK, and back. The purpose of this travel is implementation of the of the Migratory Bird Calendar educational curriculum in the local school.

Background: Advance approval/disapproval by the Solicitor or Deputy Solicitor is required by 41 C.F.R. Parts 301-10 and 301-70, and OMB Circular A-126 for travel on other-than-commercial airlines by officials at SES level and above and for all non-federal individuals who are traveling either for official DOI business or on a "space available" basis. The standards for approving official travel vary according to the category of travel: to meet mission requirements; "required use" travel (extraordinary security, communications, or scheduling needs); or other travel for the conduct of DOI business.

The trip documented on the attached form is ordinary ("other") official travel because it involves transportation that is neither to meet mission requirements nor "required use" travel. As such, the use of DOI or charter aircraft may be authorized only when: 1) no commercial service is reasonably available to meet the scheduling or operational needs of the trip; or 2) the actual cost of charter aircraft is not more than commercial service. Reasonable availability is defined as "able to meet your departure and/or arrival requirements within a 24-hour period, unless you demonstrate that extraordinary circumstances require a shorter period." 41 C.F.R. § 301-10.261(a)(1).

As the attached OAS-110 indicates, the commercial aircraft service, including cost of duty hours away, would cost \$3,420. Charter aircraft service, including the cost of total duty hours away, would cost \$5,766. The cost of DOI aircraft service, including total duty hours away, is \$2,390. Because use of DOI aircraft is the most cost-effective means of meeting the operational and scheduling needs of this trip, this travel may be approved.

Your approval of this travel is requested. The applicable criteria are met for approval of this travel. PLEASE INDICATE YOUR APPROVAL ON THE ATTACHED OAS-110 FORM.

Contact and telephone number:

Jennifer Heindl 202-208-7094

Surname

Due Date: ASAP

Tim Murphy Nunghy 2/14/19

OAS-110 (12/12)

TRAVEL COST ANALYSIS

Justification for use of a Government aircraft for travel:

A.	BASIC	DATA:								
	Dates and Location	time of required time(s) at Temporary Port Heiden	Duty S Date	tation(s) (TDS 2/27/20	,	Hours required to be on site	_12pm	t	.o	4pm
	Location	Port Heiden	Date	2/28/20	19	Hours required to be on site	7am	t	0	3pm
	Location	Port Heiden	Date	3/1/201	9	Hours required to be on site	7am	t	io .	3pm
Mani	ifest (only	persons required to be at TDS);								
		Name				Hourly Salary				
Sa	ra Wol	man					Annual Sala Hourly Sala		7 ho	urs x 1,20 =
	,		-		-			tirement Aedicare, es not inc ased em	, He , oth clude ploy	alth & Life er Fringes.
TOT	AL Hours	Cost of All Required Travelers		5	S		applicable a	dditional	-%. 	
В.	COST C	COMPARISON:			(Conti	nue on attached sheet if needed)				
	1. Comm	ercial Airline Costs to meet the require	d TDS	locations and	times. Inc	lividual ticket cost x number of requi	red travelers.	\$ 23	365	;
	•	Cost of total duty hours away from of	fice or	regular duty s	tation to n	neet the commercial airline schedule.		10)55	5.52
	•	Cost of required per diem and ground	transp	ortation.				0		
		TOTAL Cost by commercial tra	nsporta	ation				\$ 34	120).52
	2. Lease	d, Contract, or Rental Aircraft.								
	•	Flight hours x flight hour costs						\$ 47	710	0.40
		Cost of total duty hours away from of	fice or	regular duty s	tation			10)55	5.52
	•	•						0		
	_	Cost of required per diem and ground transportation Any additional aircraft or crew costs not included in above hourly rate, i.e., standby charges, tiedown fees, overnight				2.12	0			
		parking, extra crew, etc.	iot inci	luded in above	nourly ra	te, i.e., standby charges, fledown fees	, overnight	-		
		TOTAL Cost by Lease, Contrac						\$ 57	65	5.92
	3. <u>DOI</u> -	Operated Aircraft - identify specific air	rcraft:	706M		 3				
	5. 6	Flight hours required x variable flight	hour c	ost.				_{\$.} _13	334	<u> </u>
	•	Cost of total duty hours away from of	fice or	regular duty s	tation.			10)55	5.52
	•	Cost of required per diem and ground	transp	ortation.				0		
	Any additional costs to be incurred that are not included in the above flight hour rate. Variable cost of crew, as defined.						0			
						luded in the flight hour rate. (Do not include pilot costs o meet or perform duties at the TDY location.)				
	•	Fuel costs, if not included in above flie, tiedown fees, overnight parking,		ur rate. Any a	dditional a	aircraft costs not in the above flight he	our rate,	0		
		TOTAL COST by DOI Fleet air	craft.					\$ 23	389	9.52

C.	MOST COST EFFECTIVE METHOD:			
	☐ Commercial ☐ Lease, Contract or Rental – N# _		Pilot/Crew	
	Pu Pot FleetN#_	706M	Pilot/Crew Dan Pepin	
	Pu		ort Heiden for Migratory Bird Calendar education	
REI	MARKS: (Must be completed if other than	most-cost-effective n	nethod is chosen.)	ř
hig	avel in a fleet aircraft is more reliably ther risk that flight schedules will only already spent in meeting the con	hange and the tr	ng to remote Alaskan villages. When trave raveler will need to spend additional days i airline schedule.	ling on a commercial carrier, there is n the TDY location in addition to the
D.	GENERAL APPROVAL REQUIREMEN	ITS FOR TRAVEL	ON GOVERNMENT AIRCRAFT:	
	Print name of designated approving offici	al	Signature	Date
E.	SPECIAL APPROVAL REQUIREMENT	S FOR REQUIRED	DUSE TRAVEL: (See paragraph 11.b. page 6 of ON	MB Circular A-126)
	Print name of designated approving offici	al	Signature	Date
F.			OVERNMENT AIRCRAFT FOR TRAVEL BY THE graph a., page 3-1 of OMB Bulletin No. 93-11)	FOLLOWING CATEGORIES OF PEOPLE
	Senior Executive Branch Officials			
	2) Senior Federal Officials			
	3) Members of Families of Senior Exec	cutive Branch and Se	enior Federal Officials	
•	4) Non-Federal travelers			8
	Print name of designated approving offici	al	Signature	Date